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The New-York Times.

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HEARN

22, 24, 26, and 30 West Fourteenth St.

Friday, as Usual, Bargain Day.

What's the Matter with

THESE PRICES?

There Is Nothing the Matter with

THE GOODS!

Challenge Sale of

Ladies' Wraps and Dresses.

Black Cheviot Jackets—Best Shapes,

NINETY-EIGHT CENTS. WORTH $4.00.

32 and 34 inch only—if we had all sizes there would be no difficulty in getting more than three times the price.

ALL DRESSES OF ALL STYLES.

Eton, Blazer, and Tight-fitting, without exception

FAR LESS THAN HALF PRICE.

	Now	Were
Cloth Eton Suits,	$5.98 to $12.98	$12 to $30
Fancy Cloth Dresses,	7.98 to 24.98	15 to 60
Fancy Wash Dresses,	1.98 to 7.98	5 to 15
White Dresses,	7.98 to 11.98	16 to 25
White Wrappers,	98c to 3.98	2 to 7
Fancy Wash Wrappers,	49c to 3.98	1 to 6
Fancy Wool Wrappers,	3.98 to 9.98	6 to 15
Silk Wrappers,	8.98 to 14.98	14 to 25

In Ladies' Underwear

All odd lots and sizes in Fine wear

AT EXTRAORDINARY REDUCTIONS.

ALSO

Ladies' Fancy Yoke Gowns,	59c.; were	79
Ladies Ruffled Gowns,	39c.; were	59
Fancy Corset Covers,	69c.; were	1.19
Children's tucked Drawers,	9c.; were	15

Dr. Scott's Electric Corsets

At Half and Third Value.

Ventilating,	39c	Misses' Waists,	39c
No. One,	49c	Ladies' Waists,	59c
Nursing,	59c	Dress Form Corsets,	69c
High Hip,	59c	Black Sateen,	98c
usually 75c to $1.25		usually 75c to $2.00	

Dr. Scott's Abdominal—ex. sizes, 98c.; value 3.00

Misses' Department.

Everything reduced——no exceptions.

2 pc. Gingham Dresses,	14 to 18 yrs,	98c; were $4
Pique Eton Suits,	14 to 18 yrs,	1.98; were 7
Cloth Dresses,	4 to 8 yrs,	1.98; were 5
Cloth Dresses,	6 to 12 yrs,	2.98; were 8

Boys' Clothing.

There'll be quick selling at these prices.

Full-plaited Shirt Waists,	12c.; were 35
Bicycle and Yacht Caps,	19c.; were 39
Knee Pants,	44c.; were 1.35
Fancy Emb'd Blouses,	49c.; were 1.85
Boys' Flannel and Washable Sailor Suits,	98c.; were 2.50
Boys' Cheviot Suits—4 and 5 years,	98c.; were 4.00
Odd and large sizes,	1.98; were 4.00
Cashmere and Worsted—4 to 8,	2.98; were 7.50
2-piece Kilt,	1.98; were 4.50

Challenges in Dress Goods.

	Now	Were
Wool Diagonals and Serges,	9½c	15
Stripe Wool Mixtures—42 inch,	14½c	25
Extra wide Diagonals,	14½c	25
All-Wool Mixtures,	25c	44
All-Wool Cashmeres and Serges,	29c	50
All-Wool French Challies,	29c	69
Storm Serges, Twills, and Grenadines,	29c	50
Fancy Black Nun's Veilings,	29c	59
Gray and Brown Debeiges,	39c	69
Dress Flannels and Fancy Suitings,	39c	60
Black Plaids and Figures,	39c	69
Novelty Serges and Bengalines,	49c	85
French Bengalines and Crépons,	49c	85
Fine Plaids and Heavy Cloths,	59c	89
Novelties and Tailor Cloths,	69c	1.25

Challenges in Silks.

	Now	Were
China Silks—all fancy shades,	19c	39
Fancy China Silks,	23c	50
Colored Satins,	23c	50
Fine Chinas, 27 inches wide	39c	62
Fine Fancy Indias, 27 inches wide,	39c	75
Fancy Changeable Surahs,	49c	79
Stripe and Fancy Surahs,	49c	79
Silk Bengalines, light shades,	49c	1.00
Colored Silk Surahs, 24 inch,	49c	85
Fine Black China Silks—32 inch,	49c	69
Fancy Taffetas and Satin Brocades,	69c	1.25
Finest Fancy Indias—28 inch,	69c	1.25
Fancy Novelty Silks—col'd figures,	89c	1.50
Handsome Novelty Satins,	1.29	2.75

How do these Prices strike you?

	Now	Were
Ladies' Fast Black Cotton Hose,	12½c	19
Ladies' Fast Black—Hermsdorf dye,	19c	29
Children's Fine Rib—fast black,	15c	25
Children's Derby Rib—fast black,	19c	29
Children's Black Lisle Rib—all sizes,	24c	37
Ladies' Rib Lisle Vests—all colors,	39c	60
Ladies' Rib Silk Vests—all colors,	49c	85
Stripe Wash Poplin Skirts,	29c	60
Men's Col'd Bal. Shirts and Drawers,	29c	50
Men's French Bal. Shirts and Drawers,	39c	60
Men's Col'd Lisle Shirts and Drawers,	49c	85
Men's Stripe Outing Shirts,	29c	60
All-Silk Windsor Scarfs,	12½c	25
Silk Tecks—flowing ends,	12½c	38
Men's Solid Color Half Hose,	19c	40
Fancy Parasols,	98c	$2.50
Fancy Coachings,	$1.49	4.00
Fancy Coachings,	2.49	6.00
Ladies' Milanese Silk Gloves,	39c	75
Odd sizes Lacing Kid—5 hook,	69c	1.00
White Chamois Wash Gloves,	63c	89

Best Sheetings.

	White.	Brown.
Ten quarter,	19¾c	18¾c
Nine quarter,	18¾c	17¾c
Eight quarter,	17¾c	15¾c
Seven quarter,	15¾c	13¾c
Six quarter,	13¾c	12¾c
Five quarter,	10¾c	9¾c

Challenges in Blankets, &c.

10.4 White and Gray Blankets,	49c	$1.00
10.4 White—extra quality,	98c	1.50
12.4 Extra Heavy White Wool,	$2.98	5.50
10.4 California—Damask border,	1.98	3.75
11.4 California—Damask border,	3.29	5.00
11.4 California—scarlet all wool,	3.98	6.50
11.4 California—Gray—D'e'k border,	3.98	6.00
French Sateen Comfortables,	1.25	2.00
Down Comfortables—sateen covered,	2.98	4.75
Down Comfortables—silk covered,	6.98	11.00
Full-size White Crochet Quilts,	79c	1.25
Extra large and fine,	1.25	2.00

Full list of specialties can be obtained at entrance of our stores......All as advertised......Ushers will give every desired information.

On Saturday we close at Twelve.

SWEPT BY WIND AND RAIN

A WEST INDIAN CYCLONE BRINGS RUIN IN ITS TRAIN.

This City Was Its Centre, and for Fifty Miles on Every Side Property Was Damaged and Lives Lost—After Raging Many Hours the Storm Rushed Off up the New-England Coast Toward Nova Scotia—The Rainfall Record Broken—A Cool Wave Now Coming.

With a mighty war of winds and a great tumbling of chimneys, the West Indian cyclone that struck New-York at full tilt Wednesday night swirled off up the coast of New-England yesterday morning. A mass of leaden clouds tagged in its wake, but the sun soon drove them away.

No feeling of regret attended the departure of the storm. During the long night, hour after hour, it had poured out its fury relentlessly on the city and the surrounding country, and it was with the most profound feelings of relief that people saw the sun come out once more.

The greatest violence of the elements was manifested in a region fifty miles in diameter, with the metropolis as a centre, and in this district the fury of the storm was almost unexampled.

New-Yorkers realized how the residents of a small Kansas town feel when a genuine tornado bursts upon them and smashes their houses into kindling wood.

Lives were lost and hundreds of thousands of dollars worth of property was destroyed by the wind and the rain.

It was a terrible night for shipping. Despite the warnings which the Weather Bureau had been sending out for several days, many craft were caught in the storm and driven ashore. Large outgoing steamships were compelled to put back.

The coasts of New-Jersey and Long Island were swept with tremendous force by the wind, and at the Summer resorts the cyclone had things at its mercy.

New-York has seldom suffered more by the elements. The low parts of the city, the districts lying along the water fronts on both the east and the west side were flooded. The rain washed out gutters and manholes and did much damage to many of the streets. Hundreds of chimneys were tossed down like playthings, and roofs were ripped off as if with a knife.

The storm wrecked signs and broke the window panes of many stores and residences.

Central Park was devastated as never before. More than a hundred noble trees were torn up by the roots, and branches were twisted off everywhere. The drives were washed away in places. Many thousands of birds were drowned by the rain or bruised to death by the cruel wind.

Brooklyn and Jersey City suffered even more seriously than New-York, because of the less substantial character of the buildings in those two cities.

It was a relief to learn that there are no more storms in sight. With two big cyclones traveling in this neighborhood as close together as those of Saturday and Wednesday night, it looked to some timid persons as if the man that makes the weather had got his Fall stock of storms badly mixed.

But Forecaster Dunn, who is going on a month's vacation to-day, said yesterday that it was all right, and that there would be no more bad storms at present.

The only speck on Mr. Dunn's map is out in Montana, and that was put there to indicate a cool wave, which is due here about to-morrow night.

The storm broke the record in the matter of rainfall. From 8 o'clock Wednesday night to 8 o'clock yesterday morning there fell 3.82 inches of rain. So much rain never fell in New-York before in the same length of time.

The centre of the cyclone was over New-York at 7 o'clock yesterday morning. It was then raining quite hard, but the storm had lost much of its severity.

While passing along this part of the coast the cyclone traveled at the rate of from thirty to thirty-six miles an hour. It worked its way up the coast at that speed against heavy northeast winds, and yesterday afternoon the storm was well up the Massachusetts coast, apparently bound for Nova Scotia. It may dart out into the ocean, though, before it goes that far.

The storm was accompanied by a temperature slightly below that which had prevailed. After the storm went away the temperature went up a little, but the clearing of the air made it seem cooler instead of warmer.

Behind the storm were bracing breezes from the southwest, which will continue until the arrival of the cool wave. The cool wave may lose some of its energy on the way East. Along its route, so far, there has been a drop of from 10° to 15° in the temperature.

The cyclone gave the barometer a bad fright, and it crawled down its narrow tube until it was almost at the low record. At 8 A. M. yesterday the official barometer at the Weather Bureau registered 29.28. An hour before, when the storm centre was passing overhead, the barometer was 29.23. There are only two times on record when the barometer was lower. On Jan. 9, 1886, it stood at 28.83, and on Nov. 18, 1873, it stood at 28.29.

An extraordinarily high tide attended the closing hours of the cyclone. The water rose up over South Street, and was at the top of the sea wall of Battery Park. Old boatmen said they had never before known the tide to rise so high. The early-morning ferryboats had great trouble in making their landings owing to the height of the water in the slips.

The telegraph wires went down in every direction like cotton strings, and New-York was for a time almost completely cut off from communication with everywhere. Boston was lost in the East, Chicago dropped out of sight in the West, and the coast cities to the south could not be communicated with. By making zig-zag connections through the towns in the interior the principal points were reached late in the day, and New-York got into the world once more. For a time the Western Union sent its dispatches to Boston by a personal messenger.

Not alone Central Park, but all of the parks in New-York, were devastated by the storm. Trees were blown down in Madison Square, Mount Morris Park, and in all of the parks in the annexed district.

Coney Island came near blowing out to sea. The cyclone swept the beach almost clean and wrecked many bathhouses and other buildings. The ends of both iron piers were torn away.

The sea made a savage attack on Brighton Beach. It lashed its waves right up to the front door of the big hotel, and for a time some of the more timid guests were afraid the huge building would float off the beach. Some years ago the hotel was put on wheels and drawn back by steam engines 100 feet and more from the beach.

At Manhattan Beach and the Oriental Hotel the storm did less damage.

The shore of Staten Island and the ocean coast of New-Jersey and Long Island caught the full force of the cyclone. Many small vessels were wrecked along the Staten Island shore.

Brooklyn is as proud of its trees as of its churches. The Brooklyn trees had a sorry experience. Hundreds of them were pulled up by the roots in every part of the city. In many instances the trees were thrown across the trolley tracks, and early morning traffic was delayed on a dozen different lines. There was also in Brooklyn the usual trouble in the districts where old and undersized sewer pipes exist.

Many cellars were flooded, and in some instances the water reached the basement floors and put out the fires in the ranges. The spectacle of an indignant householder sitting astraddle an old-fashioned suction pump drawing water from his cellar into the street was a familiar spectacle yesterday in Brooklyn.

SPREAD RUIN IN THE PARKS.

Giant Trees Torn Up by the Roots—Thousands of Sparrows Drowned.

The oldest frequenter of Central Park would hardly have recognized it early yesterday morning. The wooded portions looked as if they had been swept by a tornado. Trees of all sizes were lying around, and the ground was littered with a great mass of leaves, twigs, and boughs, which had been torn from the trees by the wind.

At the southern end of the Park, near the statue of Commerce, a large butternut tree had been uprooted and cast across the path. In the lower and less wooded part of the Park twelve large trees were torn out of the ground and thrown across the paths.

The storm beat with full force on the north and east sides of the Park. Striking the very tall buildings fronting on West Fifty-ninth Street, the wind was reflected back into the Park with great violence. Small bushes and trees were snapped from the ground by the hundred and scattered around.

The Mall presented a most dismal appearance after the storm. Several of its tall and stately trees were lying prostrate on the ground, and the entire Mall was littered, in some places as high as a man's head, with the leaves and smaller limbs of the noble switch elms which had survived the gale. Three of the venerable willow trees east of the Mall were uprooted.

A large honey-locust tree was thrown across the drive just above the Metropolitan Museum of Art, and near by was a large maple which had been uprooted. The trunk of a large switch elm blocked the drive at the Terrace. At the lower end of the Park, near Sixth Avenue, two large silver maples were uprooted. In the woods north of the Terrace many large trees were torn out of the earth.

Thousands of sparrows lay dead on the ground. Most of them were young birds that had been drowned in their nests or else washed out and killed by the fall to the ground.

The Park laborers gathered up bushel after bushel of the little feathered victims of the storm. Gangs of small boys roamed through the Park in the early hours of the morning collecting the dead sparrows and picking them of their feathers. One gang, composed of Italian youngsters, gathered a bushel of the sparrows and sat down on the side of a hill near the menagerie and picked them. A curious passer-by asked one of the boys what they were going to do with the sparrows.

"Sell them to the restaurants for reed birds," was the reply.

Some of the Park roads were washed out in places by the storm, but the damage in that direction was not as great as by the storm of last Sunday. The bridle road near the Arsenal was covered with water up to a horse's knee after the storm.

The streets near the Park were filled with leaves and limbs, and special gangs of men were required to clear away the débris.

The grass in City Hall Park was littered with dead sparrows after the storm. There were hundreds of old sparrows hopping around, too weak and wet to fly. The newsboys found excitement in chasing and killing them.

EFFECTS OF THE STORM IN BROOKLYN.

Many Cellars Flooded—Houses Dismantled—Streets Caved In.

The cyclone did not pass Brooklyn by. Sweeping with full force over the wooded and gently undulating expanses of the City of Churches, the storm neglected no opportunity of doing harm to the property of its frightened inhabitants. It woke them from their peaceful slumbers with the roar of the wind and the crash of stately shade trees.

Catching unprotected houses in the suburbs and sparsely-settled districts unawares the cyclone ripped off their roofs, tore away their shutters, smashed their window panes, and tumbled down their chimneys.

In such a savage manner did this West Indian monster of the air conduct itself that when the gray light of dawn came upon the city its inhabitants looked tremblingly forth upon a widespread scene of damage and destruction.

Cellars were flooded in many sections, and so many large trees were cast down in the streets that the early-morning traffic on the trolley lines was stopped in every direction.

It would be hard to tell what part of the city suffered most, the damage was so general and widespread. Everywhere the streets were littered with fallen trees and with boughs of trees, and were obstructed with telegraph and telephone wires. At daylight an army of wood choppers was at work, and in almost every street the ring of the ax was heard, clearing the débris away.

The chief damage to property was of an incidental character. Roofs were torn off, chimneys and window panes smashed, and cellars flooded.

All over Columbia Heights there were large ailanthus trees. Most of them were hollow and rotten, and they have been for a long time a constant menace to the safety of people in that part of Brooklyn.

Wednesday night scores of them fell under the violence of the storm. Two very large ailanthus trees were uprooted in Middagh Street, between Fulton and Henry Streets, completely obstructing that thoroughfare for several hours.

In Cranberry Street, near Henry, a large sycamore, fully 3 feet in diameter, fell full length in the street. In Pineapple, Hicks, and Willow Streets, and on Columbia Heights fallen ailanthus trees stopped travel after the storm. Maple boughs formed a green carpeting over the pavement.

In front of the Swedenborgian Church, in Monroe Place, at the corner of Clark Street, was a venerable weeping-willow tree. It was riven as if by a bolt of lightning.

A large sugar maple in front of 9 Monroe Place, Columbia Heights, fell against the house, breaking in every window on the second and third floors, and giving wind and rain free access to the premises. The family is away for the Summer.

Pierrepont Street is one of the most thickly-shaded streets in Brooklyn, but it escaped with the destruction of only one of its trees. This was a giant ailanthus, which fell across the street with its top in the porch of Hermann Behr's residence. Several large trees fell in Montague, Remsen, and Henry Streets.

The upper part of Herkimer Street has been noted for its handsome shade trees. Many of them were blown down, and many of those that remain will have to be felled.

A large willow tree which stood on St. Mark's Avenue, near Troy Avenue, and said to be 104 years old, was destroyed.

It is estimated that 1,000 shade trees were destroyed in Brooklyn.

The house on the corner of York and Gold Streets, occupied by Henry Brandt as a bakery and dwelling, was wrecked. The chimney fell during the early hours of the storm, crushing in the roof. Mr. Brandt and his family took refuge with neighbors.

In Ridgewood a block of new houses was blown down, and at Broadway and Melrose Street a big storage warehouse was nearly wrecked.

In the district at Throop Avenue and Halsey Street, where the storm of last Sunday night did so much damage, the cellars for blocks were all flooded again yesterday. The houses from 216 to 224 Halsey Street, the foundations of which were washed out, and which were vacated on Tuesday, were shored up yesterday to keep them from falling.

The water at Harrison Avenue and Gwinnett Street was so deep that passengers on the street cars were obliged to stand on the seats.

At Wyckoff Avenue, near Jacob Street, the householders went in and out of their premises by means of ladders.

At Wyckoff and Myrtle Avenues the water in the street was up to a man's waist.

In Meserole Street, where the new trolley tracks are being laid, the street caved in.

At Blake and New-Jersey Avenues, a two-story frame house in course of erection, owned by Frederick Bischoff, was blown down.

In the Twenty-sixth Ward a row of unfinished houses on Van Sicklen Avenue, south of the Eastern Parkway, lost their roofs.

Nearly the whole lower section of the ward around the open sewer on Belmont Avenue became an open lake.

Cuno Krumbano, an Italian, thirty-eight years old, of Broadway and Walton Street, was found dead in front of 27 Whipple Street. The police said he was probably overcome by the storm.

STORM'S WORK AT FLATBUSH.

Houses Demolished, Trees and Lawns Destroyed—Damage in the Country.

The cyclone had a riotous time in Flatbush. Houses were blown down, a windmill at the stable of the Brooklyn City Railroad was demolished, trees were uprooted, fences, awnings, and telegraph poles were carried away by the wind, and it has been many years since the elements did so much damage in this beautiful suburb of Brooklyn.

Two houses caught fire during the wildest part of the storm. One was a flat on Cedar Street. The occupants tumbled out in the rain and darkness pell mell. The building was not seriously damaged. An electric wire set fire to the residence of Robert S. Walker, on Winthrop Street, at 4 o'clock yesterday morning. Mr. Walker ran to the telephone office and gave the alarm, and the fire was soon put out.

Many fine lawns were ruined. Two houses in course of erection by Holmes & McNeil, at Vanderveer Park, collapsed during the gale. The loss is $4,500.

The occupants of the old Lefferts homestead on Flatbush Avenue, Flatbush, were aroused from their slumbers and thrown into a panic. A large oak tree near the side of the house, and overhanging the roof, had burst asunder with a noise like a clap of thunder, and in its fall it had carried a tangled mass of telegraph wires along with it.

Melrose Park in Flatbush, the home of William Brown, was despoiled of its shrubbery by the cyclone, and huge trees were torn up by the roots.

The newspaper delivery throughout the Kings County towns was prevented and the telegraph service was paralyzed.

There were several feet of water at daybreak in the tunnel of the Manhattan Beach Road at Parkville, the scene of the recent fatal disaster, and the early morning train to the beach was blocked.

John Laws, the engineer, was severely burned about the face, owing to the backing of the water into the furnace.

Trees and telegraph poles on the line of the Bath Beach and West End Road obstructed traffic for several hours yesterday morning.

The house of the New-York Canoe Club at Bath Beach was injured by the storm, and the house boat broke from its anchorage.

The lawns in front of the Avon Beach Hotel were destroyed, and Furey's Casino on Cropsey Avenue collapsed.

The Second Avenue electric cars, running from Thirty-ninth Street, South Brooklyn, to Bath Beach, were blocked for several hours by the trees which were lying across the track.

JERSEY CITY IN SORRY PLIGHT.

Many Trees Blown Down and Cellars Flooded—Travel Interfered With.

JERSEY CITY, N. J., Aug. 24.—The storm of last night was the severest for years, but fortunately there were no accidents of any sort, and the material damage, except among the yachts along the shore of New-York Bay, was very slight. Trees were uprooted and blown down in all sections of the county, and in the parks dead sparrows were scooped up by the pailful. The first intimation the public had of this was when groups of men and children swarmed from the Italian colonies and began to gather them up for food.

The streets everywhere were lined with broken branches of trees, and these were gathered by the poor for fuel. Cellars were filled with water, not only along the river front but also on the Heights, the sewers being choked by water backed from the river, owing to the high tide, while the streets were flooded with rain. This caused most inconvenience, however, where least expected, at the foot of the west slope of the Heights. The west end section was fairly flooded, and residents were obliged to wade knee-deep to get to and from the higher land. Access to the West Bergen section by motors was cut off by fallen trees that blocked West Side Avenue, and the railroad workmen spent nearly three hours in cutting away the obstructions.

Horse car traffic in the northern part of the city, on the Heights, was partially suspended and the West Shore station at Franklin Street was entirely isolated. A sheet of water completely cut it off from the high land, even the station platform being submerged while the storm was at its height. Active small boys hastily constructed rafts from boards, boxes, and logs and did a good business ferrying passengers to and fro at 3 cents a head.

The Salvation Army tent, on Monticello Avenue, looked as if it had experienced an encounter with the hosts of Satan. The tent was torn into ribbons and the poles blown down. What had been the auditorium was converted into a lake of mud and water. The chairs were piled in a corner by the wind, only a substantial fence preventing their being swept away. Before the Salvation Army people could get access to their property they were obliged to dig trenches to carry off the water.

The bridge running from the ninth story of the Pennsylvania's big office building at the foot of Exchange Place to the top of the huge train shed was loosened from its fastenings, and at one time it seemed probable that it would be blown away, but it held fast.

In Hoboken many cellars were flooded and trees blown down, but no material damage was inflicted upon property and no casualties are reported. Telegraph and telephone poles and wires were prostrated all over the county, particularly on the higher and more exposed portions. The meadows back of Hoboken were simply a wild waste of waters.

Will Help a New Hospital.

MOUNT VERNON, N. Y., Aug. 24.—The men working on the Harlem and New-Haven Railroad's improvements between Woodlawn and New-Rochelle have consented to contribute 2 per cent. of their wages every month to the new Mount Vernon Hospital, which opens Sept. 1. The assessment will amount to $200 a month.

A hotel delightfully situated is the Madison Avenue, 58th St. and Madison Av., (near Central Park.) Moderate terms. Rooms en suite or single.—*Adv.*

THE ONLY REALLY PALATABLE CALISAYA, Calisaya La Rilla.—*Adv.*

GREAT LOSS AT CONEY ISLAND

MANY BUILDINGS COMPLETELY WRECKED BY THE STORM.

Nearly Everything Swept from the Beach at West Brighton—Manhattan Beach Hotel Sinks Several Inches—Much Damage at Brighton Beach—A Church Spire Falls—Marine Railroad Battered by the Waves—Dozens of Catchpenny Shows Fall Victims to the Waters.

CONEY ISLAND, Aug. 24.—"For fifty years I have lived at Coney Island," said John Y. McKane to-day, "and never have I seen a storm like this one."

From Norton's Point, where the storm struck in from the water, to Point Breeze, where its fury died away, the shore is strewn with wreckage. Walks were torn up, piers were ruined, and all the spider-legged resorts along the beaches were utterly destroyed. The total damage is estimated at $75,000.

The greatest damage was done at Brighton Beach. The terminus of the Sea View Elevated Road was wrecked. The heavy piles supporting the tracks were torn out. The passage connecting the station with the board walk was snapped off and carried to sea. The board walk which extended from the lawn of the Brighton Beach Hotel to the elevated station was ruined. It cost $5,000.

The lawn of the Brighton Beach Hotel is covered with broken and twisted iron rods, electric wires, timbers, and every kind of wreckage.

The waves swept in to a distance 600 feet back of the beach, and rose to a height of 30 feet. They swept over the elevated station to such a height that they caught and carried away a twenty-foot electric light, which stood near the end of the structure.

The water rolled in and took with it the tracks of the Marine Railway, which runs between Brighton and Manhattan Beach.

At the Brighton terminus of the road O. S. Cadwell, the agent, who sleeps in the station, had a very narrow escape. The station was wrecked. Mr. Cadwell staid in the building until the water forced him to seek higher ground. He went into a car standing on the track, but the sea increased in its destructive force, and he was again driven out.

At daylight he struggled to climb a telegraph pole, but the waves which broke over his frail house beat him away.

At last, in a lull of the storm, he saw some men on the piazza of Langcake's pavilion and made a signal for help. The men hastened to him, and taking him between them carried him to safety after a hard battle in the heavy surf.

It was late this afternoon before one track of the Marine Railway was repaired and a train started.

In front of the Ocean Hotel at Brighton Beach the bulkhead withstood the waves, but the roadway was washed and dug out, and on the crest of waves which dashed over the bulkheads came great spiles and timbers from the ruined board walk.

Here and there the spiles were sent like spears through the bulkheads.

Langcake's pavilion at Brighton Beach was almost entirely wrecked and the carousel near by was shattered. The music hall near the hotel is still standing on loosened spiles, but the waves have broken its windows and have torn away sections of the side next to the sea.

Most of the guests of the Brighton Beach Hotel were awakened by the first fury of the storm, and all were watching its progress in fear by 6 o'clock, when the surf beat up against the piazzas.

At West Brighton the costliest and newest building, Balmer's Hotel, with pavilion and bathing house, was so badly wrecked that it is said to be a total loss. The buildings cost $40,000. Parts of them were torn and carried in by the surf, and the entire structure settled nearly eighteen inches in the sand.

The large tent on the beach in which the Coney Island Catholic Church was holding a fair was ruined, with nearly all the articles in it.

Flynn's inclosure on the Bowery was destroyed, and the Bolivian Indians, who, under Chief Sirocco, had their homes there, were in danger from flying timbers during the destruction of the place.

The small restaurants, lunch boats, pavilions, photograph tents, and sheds and everything within reach of the waves were destroyed. The tall spire of the Church of the Guardian Angel fell at daybreak.

John McCurdy, who ran a restaurant and photograph gallery on the beach, rushed from his sleeping room when the waves first began to beet against his home. Scarcely was he out when the building went down before a booming sea.

Louis Stauch's walk and bath houses are ruined. Scoville's baths are rendered useless. Walberg's and two of Cole's photograph galleries are gone, and not a clam boat can be found on the beach.

Poole Mace, brother of Jem Mace, the pugilist, had a hard task saving his wife and daughter.

Hoch's photograph gallery was torn up.

Two tall chimneys on the electric light station were thrown down.

More than 200 houses close to the beach suffered more or less damage.

Several bathing houses were picked up as if they were chips and hurled 300 feet up the beach.

The stables of the Coney Island Jockey Club suffered considerable damage, but the horses were taken out unharmed.

The life savers along the beach are homeless and not a vestige remains of their tents or boats or other appliances.

Devlin's bathing pavilion, Charles Baker's restaurant and saloon, Thomas Dowd's saloon, and Wolburg's restaurant were badly damaged.

Manhattan Beach escaped serious damage. Protected by stron bulkheads, the Manhattan Beach Hotel weathered the gale.

The surf broke the bulkheads in several places, and rolling up on the esplanade ruined it. The lawns and flower beds were also destroyed.

At one time the waves were beating against the hotel with terrible force, and when an examination was made afterward it was found that the building had sunk several inches.

At Sheepshead Bay the storm did much damage. Emmons Avenue, which was recently built at heavy cost, and which runs along the bay front, was badly washed out. Thirty trees on Voorhees Avenue were uprooted. The bulkhead at Huisman's Hotel was washed out, and $1,000 damage was done to the house.

The shore at this point is strewn with the wreckage of dozens of yachts. Lundy Brothers' sloops Josephine and Carrie were damaged $500 each, and nearly every boat and skiff in the bay was destroyed.

After the storm the people flocked to the shore. Enterprising islanders were soon gathering up the wreckage, and all day they worked.

The railroads suffered. No trains were run from Bay Ridge to Manhattan Beach until late in the afternoon. On all the roads great trees lay across the tracks.

The telephone and telegraph services were paralyzed.

STORM ON LONG ISLAND.

Hurricane at Greenport—Many Yachts Wrecked.

GREENPORT, N. Y., Aug. 24.—Last night a hurricane from the east struck this portion of Long Island. The wind was accompanied by a heavy fall of rain, and one terrific clap of thunder awoke the residents of Greenport. Only one report of thunder was heard during the entire storm.

Early in the morning the wind veered to the southeast and south, causing much damage to shipping between Orient Point and Riverhead.

The beach at Orient Harbor is covered with small yachts and crafts. At East Matyon the schooner smacks Laura Thompson and Thomas C. Rackett dragged their anchors and went ashore. A large schooner is also ashore at the water mill near that place.

A yacht owned by a guest at the Manhansett House, Shelter Island, drifted from Deering's Harbor up Peconic Bay and went ashore on Fanning's Point in Greenport Harbor. The large yachts housed their topmasts, and by lively work on the part of the crews many vessels were prevented from being beached. Several vessels had spars broken.

The yacht Vigor, owned by Lawyer Charles Webb of New-York, dragged her anchor and drifted onto the bulkhead at Sterling Dale, and was somewhat damaged by the yacht Cadet. The yacht owned by Mr. Rankin of Brooklyn drifted on Sandy Beach Bar.

The steam yacht Loretto, Capt. A. Halsey of Milford, Conn., having on board the owner, Mr. William Merwin, with Capt. E L. Ford and a party, out for bluefishing, ran into Greenport Harbor to escape the hurricane. The tug Sadie, Capt. Frank McClellan, of the Hudson River Dredging Company of Albany, N. Y., had her stack taken off as she lay at Union Wharf. She lay on the windward side and pounded heavily and sprang a leak. It was necessary to pump constantly to keep her from sinking.

The cutter yacht Yolande, owned by Dr. Buck of New-York, broke adrift. The sloop yacht Ceres, with a party of ladies and gentlemen from New-Haven, Conn., came to Greenport Wednesday evening and tied up at Union Wharf. During the storm her sails were torn. Those on board became frightened and deserted the yacht.

The yachts of the Shelter Island Yacht Club started on their annual cruise Tuesday. They left Jamesport for Sag Harbor Wednesday, and it was reported here that all the yachts, excepting the Pigeon, are ashore at Sag Harbor.

The New-London and Long Island Steamboat Company's steamer Manhansett was unable to make her regular trip between New-London, Greenport, and Sag Harbor to-day, owing to the heavy wind and seas. The Montauk Steamboat Company's steamer Shelter Island made her regular trip from New-York last night.

The revenue cutter U. S. Grant, Capt. Tozier, anchored in Deering's Harbor and was ready to render assistance to disabled vessels.

The storm caused much damage to the farmers, the corn being blown down and the fruit trees relieved of a large portion of ripening fruit.

O. H. Bishop came up from Promised Land this afternoon on the steamer J. L. Lawrence and reports signs of several wrecks along the coast.

ROCKAWAY BEACH, Long Island, Aug. 24.—The Hoffman House, a small hotel near the surf, was wrecked in the gale. The pavilion of the East End Hotel was unroofed and the bathhouses were destroyed.

Three hundred feet of the iron pier were swept away, leaving the remainder in an insecure condition.

Every small boat within reach of the waves was wrecked, and drift and wreckage were piled up on the beach.

Seaside Hose Company held its annual ball at Murray's Pavilion last night. None of the merrymakers dreamed of danger. Suddenly the building began to tremble. A loud noise was heard above the music of the band.

Without a moment's warning, thirty feet of the ocean side of the pavilion fell in, and the angry sea poured into the building. The dancers fled in terror.

Hugh Callahan was fatally injured while trying to secure a heavy timber which the sea had used as a battering ram.

FAR ROCKAWAY, L. I., Aug. 24.—A thrilling incident of last night's great storm was the perilous position of Patrick Craig, his wife, and little girl, in their frail cabin on the outer beach of Rockaway.

The outer beach is a narrow strip of sand, a bar which shields the main land from the full force of the ocean tides.

All through the stormy night this little family were exposed to the full force of the storm. The waves swept completely over the bar.

The Craigs were thought of by those on the mainland, but no one dared to go to their rescue. Before sunrise Stephen Stillwagon went out to them in a skiff, in spite of warnings that he could not reach them alive, and brought them safely to the mainland.

They saved nothing but their lives. The little shanty which partially sheltered them was swept away less than an hour after they left it.

Every dock is swept away. Every boat in the inlet is either at the bottom or beached far above the usual high water mark. One of the boats, the Tillie, was found to-day a mile down the beach and nearly half a mile inland.

BABYLON, L. I., Aug. 24.—Every boat on Great South Bay was torn from its mooring and dashed upon the shore. The tide carried many of them hundreds of feet inland.

The steam yacht Zingara, owned by D. S. S. Sammis, was thrown against her dock and destroyed.

The Manhattan House and its dock were badly damaged, the house being partially moved from its foundations.

All telephone, telegraph, and electric light wires are down.

Col. H. V. A. Post's yacht Macy foundered at the steamboat dock.

LONG ISLAND CITY, L. I., Aug. 24.—The storm blew down the menacing walls remaining standing after the great fire of July 20, thereby accomplishing what a large force of men with dynamite have unsuccessfully attempted to do for weeks.

The Hell Gate Boat Clubhouse is sunk in the East River.

Many of the yachts and small boats of the Williamsburg Yacht Club, the Astoria Athletic Club, and the Ravenswood Boat Club at Bowery Bay have been sunk, driven ashore, or demolished.

It was a night of apprehension along the water front. Houses rocked in the gale and their cellars were flooded. The river rose until it swept over the sea wall in the Astoria district and submerged the Boulevard for half a mile.

WEST SAYVILLE, L. I., Aug. 24.—The following yachts and catboats were driven ashore in the storm: The Excelsior, Marina B., Laura C., Rosalie, Loretta, C. W. Baker, Jennie Tucker, Gertrude, United States, Comage, Addie, Ethel, Fannie, Original, Day, Minnie Foster, Romana, Marina, Reliance, Yui, Violet, and Except.

"New-York Day" at the World's Fair will be Sept. 4, and the Picturesque Erie Lines' next personally-conducted excursion leaves New-York, Chambers St., 10:15 A. M., Saturday, Sept. 2. Limit, ten days. Rate, $18, with privilege of returning via Niagara Falls.—*Adv.*

$17.00 to Chicago and Return via the Ontario and Western Ry., Monday, Aug. 28, via Niagara Falls. Full information at 371 Broadway, New-York.—*Adv.*

MANY SAILORS' LIVES LOST

SADNESS BROUGHT TO MANY HOMES BY THE STORM.

VESSELS COULD NOT WEATHER THE GALE.

Numbers of Them Were Driven Ashore Helpless or Sank to the Bottom.

THIRTY-FOUR MEN PERISHED.

On the Ocean Tug Panther Seventeen Men Were Lost—The Men on the Schooner Chocura Saw the Schooner Empire State Swallowed Up with Her Crew of Ten—The New-Jersey Coast Strewn with Wrecks—Damage to Shipping Unparalleled in Many Years.

The appalling feature of the storm that raged with such fearful fury Wednesday night and yesterday morning was the great loss of life which it caused.

Vessels, large and small, were driven ashore by the wind, which blew with hurricane force. Men were swept overboard and drowned, and their bodies thrown up on the storm-lashed beaches.

From one vessel alone, the ocean tug Panther, seventeen men were lost. Many other vessels lost men.

One schooner was reported to have gone down with all on board.

The list of those lost on the coasts in this vicinity, as complete as it can be made up at present, follows:

PERISHED.

From ocean tug PANTHER off South Hampton L. I.:
SEVENTEEN OF CREW OF TWENTY, no names ascertainable.

From schooner EMPIRE STATE, off Barnegat:
BORROCCO, MANUEL.
BORROCCO, JOSEPH.
BORROCCO, FRANK.
CARNISH, JOHN, Captain.
COSTA, EMANUEL.
FRANK, ANTOINE.
GONES, ANTOINE.
SILVA, MANUEL F.
SILVA, RICHARD.
"TALL FRANK."

From schooner MARY F. KELLY, off Barnegat:
BRODEN, HARRY.
BROWN, CHARLES, chief mate, Greenport, L. I.
CRATTAN, CHRISTOPHER, Captain, Brooklyn.
WALTER," (last name not known,) steward.

From schooner CHOCURA, off Barnegat:
FRANCIS, JOSEPH, mate.
PARRE, JOHN, Captain.

From schooner HINCKLEY, off Barnegat:
MARSH, CHARLES, Captain.

From points more remote the telegraph brings other woeful tales of death in the tempest.

Every vessel that came limping into port yesterday brought evidences of struggle with wind and wave. The men had harrowing tales to tell of their dangers and sufferings, and brought news that carried sadness to many homes.

SEVENTEEN WERE DROWNED.

Only Three Men Came Ashore Alive from the Ocean Tug Panther.

SOUTHAMPTON, L. I., Aug. 24.—A shipwreck attended by the loss of seventeen lives occurred in the big storm this morning off this point.

The men lost formed the crew of the ocean tug Panther, which was towing two big coal barges from Boston to Philadelphia by the outside route.

The barges were seen through the mist about four miles off shore this morning at 7 o'clock. They were drifting aimlessly about and were evidently disabled.

One of the barges, the Victor, drifted ashore at 9 o'clock. When she struck the bar the life-saving crew went to her, but found no signs of life on board. It was supposed that any on board had taken to the boats and drifted further down shore. Patrolmen were sent out in all directions.

About an hour after the Victor struck a shout from one of these watchers brought the others to him. A body was seen coming ashore. It was also seen in a moment that the man was not dead. Some of the seamen sprang into the surf and dragged the sailor ashore. He was insensible.

Suddenly there was a shout, "Here comes another body!" Again the life savers sprang into the surf and dragged a man ashore, but this sailor was dead.

From that time until 2 o'clock this afternoon the shipwrecked men drifted ashore, until six had come in. Three were dead and three still had a spark of life left. All of the three living were insensible when brought in, and at midnight are still unconscious.

One of the men in conscious moments has given bits of information and then relapsed into unconsciousness. He partially told the story of the appalling accident. It was learned from him that the tug Panther, which was towing the barges Lykens Valley and Victor, sprang a leak in the big storm off the coast at daylight. She filled so rapidly that there was no hope of saving her, and an attempt was made by the pilot to reach shore and beach her.

It was unsuccessful. She soon began to sink. The crew of twenty, including pilot, barely had time to adjust life preservers when she sank.

The name of this survivor is Albert Smith. He was assistant engineer of the tugboat and lives in Philadelphia, as do all of the crew. He was in such an enfeebled condition that he was unable to stand questioning. Even when conscious he was dazed, and could not remember the names

of his fellow-sufferers. He could only gasp that there were twenty of them in all, the pilot, engineer, steward, and general crew.

The other two survivors were carried to the cottage of Dr. T. Gaillard Thomas and everything possible done for them by the doctor and his family.

Smith was taken to the cottage of Mr. Baker, where he was also tended carefully.

All of the six who came ashore, the dead and living, had life preservers upon them.

No other bodies have come ashore as yet, and there is no possible hope that the fourteen remaining members of the crew still unaccounted for have survived. Because of their having life preservers upon their bodies they will undoubtedly be washed ashore by the next incoming tide.

The tug and barges had been to Boston from Philadelphia with a cargo of coal and were on the return trip empty when overtaken by the disaster.

Intense excitement prevails here, and every house is ready to receive any of the poor fellows if any should drift ashore alive.

Capt. Selden Halsey of the life-saving station and his aide, Frank Burnette, have not left the beach all day, even for food. The cottagers brought them refreshments.

At nightfall wreckage began to come ashore. A small boat, an oar, and a life preserver marked "Panther" were the first of the drift to appear. Then another crushed small boat with "Lykens Valley, Philadelphia," upon it came.

The dead were placed in private bathing houses. No signs of the tugboat or the second barge, the Lykens Valley, have appeared beyond the wreckage named. It is thought the barge has drifted off in a partially demolished condition.

All of the rescued men were in the water from 7 o'clock until 2. All of them were naked and black and blue from head to foot from the pounding of the waves upon their bodies. Two of the survivors came ashore in front of the cottage of Dr. Rainsford, Rector of St. George's Church, Stuyvesant Square, New-York.

The shore was lined all the afternoon with cottagers who freely offered the use of their homes, their servants, and food. The wreckage was eagerly caught up by the spectators and taken away as souvenirs of the mournful accident.

It is said that the lost fleet belonged to the Lykens Valley Coal Company, and also that it was owned by the Philadelphia and Reading Railroad. A brass plate was among the wreckage bearing the initials "P. and R."

Late to-night Smith recovered sufficiently to be taken to New-York by Dr. Thomas. He was very feeble and had to be assisted. Before leaving, he said:

"It was at 5 o'clock that the storm got the best of us. At that time the waves that broke over us stove in the skylights of the Panther, and she began to take water faster than we could pump it out. We were then six miles out. The boats were stove in and useless. There was nothing left but the life preservers to save us. The barges broke away from the tug before she sank."

Smith could only speak a few words at a time, and was still so dazed he could not recall the names of his fellows.

The bar upon which the Lykens Valley is going to pieces is the same upon which the steamer Circassia was wrecked seventeen years ago.

Dr. T. Gaillard Thomas had not arrived at his residence, 600 Madison Avenue, up to 1 o'clock this morning.

WENT DOWN WITH ALL HER CREW.

Loss of Empire State Reported by Chocura, Which Herself Lost Two Men.

The fishing schooner Chocura staggered into port yesterday, with her flag at half mast, her main boom, gaff, and sail gone, her hold half full of water, and her crew, under the command of Seaman John Resate, worn out, exhausted, and still trembling from the fright and terror occasioned by the storm. The had lost their Captain and first mate, they had seen a neighboring craft go down with all on board, and they had battled all night against the elements, and when day dawned found their vessel badly strained and leaking. But the worst of the fight was over, and they slowly lumbered along until the Chocura was moored to the dock at the foot of Fulton Street late in the afternoon.

The vessel bore all the evidences of a severe struggle when a reporter for THE NEW-YORK TIMES boarded her last evening. She was well down in the water and the crew was working half-heartedly endeavoring to rig a new boom, gaff, and mainsail.

Seaman Resate is a fine type of the hardy sailor, but the experiences of Wednesday night considerably unnerved him, and while he related the facts his hands trembled and his voice became husky.

"We started for the fishing grounds about ten days ago and had fair luck up to Wednesday, taking about 2,000 bluefish," he said. "Capt. John Parre was in command; Joseph Francis was his mate. There were eight in the crew, and we had six dories fastened to our deck when we started. In the fleet which went to the fishing grounds were the Eva R., the Juliet, the Eleanors Johnson, the Empire State, and the Hinckley. We all had fair luck, and when darkness came upon us Wednesday night we were about sixteen miles southeast of Barnegat.

"It must have been well along in the night when the wind freshened and we had to take a double reef in the mainsail, the foresail, and the jib. We were headed for port, as were also the other vessels. Suddenly the cyclone struck us, and the Chocura was thrown on her beam ends. Then the waves struck us with tremendous force and the rain came down as I never saw it before. It pelted us in the face and almost blinded us. It was almost impossible to walk the deck. We simply had to cling to such ropes as were within our reach.

"About 1 o'clock the gloom was brightened a bit by the lightning, and we were able to see the lights of the Empire State. The other vessels had disappeared. Suddenly the gaff of the mainmast of the Chocura broke, and the same instant the mainboom snapped off short and the mainsail was torn into ribbons. The wreckage had to be cleared away, because the schooner had suddenly keeled over and was in danger of foundering.

"Capt. Parre gave the order and we went to work with a will, although to even move from the ropes we were clinging to was to hazard our lives. With the wind roaring, and the rain slashing into our faces, we managed to cut away the boom and gaff, and, freed of this burden, the schooner righted herself and staggered on. Then came the cry that she was leaking. I made a quick examination and found about three feet of water in the hold. The pumps were rigged, and for a time we gained headway.

"Meanwhile the wind increased and the rain never slackened. The waves were the largest I ever saw, and the Chocura was simply a chip. Suddenly, dead ahead, I saw a black mass piling down upon us. At the same instant there was a flash of lightning, and I noticed that the Empire State had disappeared. Capt. Parre and Mate Francis were amidships at one of the pumps and I was for'ard when I saw the black wall approaching. I knew what it meant—a large wave whipped up and propelled forward by the wind, a towering, crushing mountain of water. It seemed about to break, and I screamed to the men to save themselves, at the same time grasping a rope and clinging to it with all the strength I possessed, and I can assure you that I had almost superhuman strength.

"The next instant the bows of our vessel cut into the huge wave and it broke over us. My God, but it was awful! It swept our entire deck, and I was dashed against the mainmast. My mouth was filled with water, and my eyes were almost blinded by the salt foam. I thought sure that I was drowning, and that the Chocura was going to the bottom, but she staggered on, and when I was able to get upon my feet I found that four of the dories had been washed overboard.

"I went aft to consult the Captain, and then I discovered that John Sarve, one of our seamen, was badly bruised and cut, with his arms wrapped around the mainmast. He told me that the Captain and mate had been washed overboard by the wave.

"Well, we were tossed around by the waves all night. At the request of the men I took command of the Chocura. This morning we were a few miles this side of the Squan, and we saw the tops of the Empire State's masts projecting about three feet above the water. She had evidently gone down with all on board.

"We kept at the pumps, and managed at last to get here. It was the worst experience I ever had, and I want no more of it."

Capt. Parre was much thought of among the fish dealers around Fulton Market. He was unmarried, thirty years of age, and lived in New-London. He owned the Chocura. The mate was his brother-in-law.

John Borrocco of the fishing smack Emma is a brother of the Borroccos lost on the Empire State. When their fate was told him he cried like a child.

A later report than that brought by the Chocura makes it apparent that the schooner Empire State, Capt. John Cornish, has been lost, with her crew of ten men. The schooner Roe, which reached this harbor last evening, reports sighting a schooner's masts projecting above the water, which some of the crew recognized as belonging to the Empire State. The wind was still very heavy when the spars were sighted.

A few minutes after passing them, a man

Wreck of Board Walk and Music Hall at Brighton Beach.

astride a piece of timber, was seen. The sea was too heavy to lower a boat and send to the rescue, and within a few minutes the man was out of sight.

The schooner Laughing Water, Capt. A. Miller, of Provincetown, Mass., which was anchored off Squan Beach, was dismasted by the storm. She reached this port yesterday in tow of a tug. She was followed in by the fishing schooner W. W. Story, also in a dismantled condition. The Story had dragged her anchors and run into the schooner Thomas G. Smith off Camden, N. J. The Smith was badly damaged.

The steamship Castillian Prince, which has been anchored in the bay since her arrival from Buenos Ayres, dragged her anchors during the storm and fouled the barge Kingston. The barge sustained considerable damage.

DRIVEN ON JERSEY'S SHORE.

Schooner Mary F. Kelly Wrecked and Four Men Drowned—Ruin at Summer Resorts.

ASBURY PARK, N. J., Aug. 24.—In the terrible fury of last night's storm the fishing schooner Mary F. Kelly was cast ashore at the foot of Sixth Avenue. The Captain and two men were drowned and the steward was killed. Seven seamen were rescued by guests from the hotels.

For several days a fierce northeast storm has been raging along the Jersey coast. It culminated last night in a hurricane. About 1 o'clock this morning it reached its height. Founder Bradley's board walk was torn to smithereens in places, roofs were lifted off hotels and cottages, flagpoles were blown down, trees were uprooted, and confusion reigned supreme. The big Summer hotels were shaken by the gale and frightened guests filled the halls.

At Ocean Grove half a hundred tents were torn up by the wind and blown away. Lilligore's big bathing pavilion was demolished. Bathhouses were shattered and blinds without number were torn from the cottages. The sea raged and great waves broke on the sandy beach, carrying with them tons of wreckage.

At a point between Squan and Ocean Grove, seven miles out to sea, half a dozen fishing schooners were anchored. They pitched and tossed about at the mercy of the waves. Three of them parted their cables. One of them was the Mary F. Kelly, a trim little schooner. She was built three years ago at Greenport, L. I., at a cost of $10,000 by Christopher Grattan, her half owner, Samuel Kelly, S. B. Miller, and Caleb Halen. The last two are Fulton Market fish dealers, and the catch of the schooner went to them.

The Mary F. Kelly left Brooklyn Tuesday morning for the fishing grounds. Her complement of men included Christopher Grattan, Captain, of Brooklyn; Charles Brown, Mate, of Greenport, L. I.; a steward, Charles A. Rockwell of New-London, Conn.; Antonio Olivere of New-London, Conn.; Frank Crouse, Andrew Kreutzer, Samuel Larson, Harry Broden, Charles Larson, and Andrew Larson, all of New-York. At 2 o'clock she rounded Sandy Hook. At nightfall she reached the fishing grounds off Squan. Early Wednesday morning all hands went out in the nine dories. At 2 o'clock they returned with 718 bluefish. By that time the storm was heavy and it was decided to give up fishing for the day.

During the afternoon things were made fast. At dark most of the men turned in. The anchor had been dropped and a long stretch of cable had been let out. The red and white lights glimmered from the boats at intervals as they rode the waves. About midnight all hands were summoned on deck and told by Capt. Grattan to keep a sharp look-out, as the storm had assumed dangerous proportions. The sailors went about in the rain wearing oilskins and sou'westers.

At 1:40 the cable parted. There was a scrambling about, and above the roar of the wind came the order to set sail. A trysail was rigged up on the mainmast. Then a forestaysail was rigged. In a jiffy it was whisked away. In the meantime the schooner was plunging up the coast and getting near shore.

Capt. Grattan shouted out an order to set the foresail. The men got it part way up when, with a rear, it was carried away by the gale.

"We're in for it, boys!" called out the Captain. The flashing lights of Ocean Grove were off the port and soon were left behind. Now the lights of Asbury Park loomed up through the rain.

At 4:30 the schooner grounded off Fourth Avenue. She heeled over to port. Capt. Grattan, Mate Brown, Harry Broden, and Tony Olivero were swept overboard in the foaming surf. The Captain was thrown back on the deck by a receding wave. Rockwell grasped Olivero by the arm as he was swept by and brought him on board. Brown and Broden were drowned.

The schooner righted somewhat. The deck was littered with wreckage. The men clung to the masts and rails. Capt. Grattan, clinging to the rigging about the mainmast, shouted out: "Save yourselves, boys, if you can!" These were the last words he ever spoke. A heavy sea, bearing a spar on its crest, dashed against him and carried him overboard.

Just before 5 o'clock, when the gray light of day break lit the Western sky, the Mary F. Kelly was flung among the breakers off Sixth Avenue. Each breaker pitched her over and the receding water carried her back. There was a fearful crash when the mainmast gave way. The men were clinging to the rigging, not daring to attempt to swim ashore. As the light grew brighter and the rain eased up, some men were seen ashore. They were W. W. Lyle of Philadelphia, W. Harvey Jones, Reg Morgan, Leon de Bernebrush, Matthew F. Ennis, George Morrell, Robert Freas, and John C. Gibbs.

The storm had brought them from their hotels, and by a common impulse they made for the shore. When they discovered the wreck they lost no time in giving aid. There were no ropes handy, so they broke into the Seventh Avenue bathing house and got out the life line. A fishing line to which a stone was attached was fastened to the end of this. The men waded into the surf, and after several attempts succeeded in slinging it to the schooner. The stronger line was pulled aboard. Just then the foremast snapped off short.

By this time a number of persons had collected from the hotels and a man was dispatched to the life-saving station at Deal Beach. It was suggested that the men on the boat, being in an exhausted condition, might need a drink of whisky. Fully a dozen flasks were produced and sent out on the line.

Seaman Andrew Larson, who was clinging to the mainmast, made the line fast about his body, and after a moment's hesitation plunged into the surf. He was dragged ashore and seized by the reserves. He was very much exhausted.

A crowd of nearly a hundred persons had collected by this time. Charles Rockwell, who was in the schooner's bow, was seen to plunge overboard. He struggled through the surf and succeeded in reaching shore. Andrew Kreutzner and Frank Crouse followed him. Sam Larson, Tony Olivere, and Charlie Larson hesitated. They were almost worn out and felt that they could not breast the waves unaided. Tony Olivere fastened the life line about him and was hauled upon the beach. His clothes were nearly torn off of him and he was shaking with the cold. Sam Larson was the next to be brought in.

By this time the life-saving corps, headed by Capt. Edwards, arrived on the scene. As the men are not on duty in the Summer months it had been difficult to get them together. They got a line out to Charlie Larson, and as he was hauled a cheer went up from the crowd. The last of the survivors had been saved.

At a hotel where the men were taken they were given warm clothing and a hearty breakfast. As they sat about the table with whisky and pipes, Rockwell told the story of the terrible experience. His face was badly cut and he was otherwise injured.

"It was a terrible experience, that's all I can say," he said in conclusion. "Poor Capt. Grattan, it will be tough on his wife and children—not that he didn't leave them well provided for, for he was worth about $50,000."

By 8 o'clock the beach at the foot of Sixth Avenue was black with people. The electric cars and the stages were doing a tremendous business. An hour later Policeman Maddock and Bathing Master Edward White, while searching the schooner, found the dead body of the steward. His first name was Walter. None of the men knew his last name. He was tangled up in rigging, spars, and broken timbers. A deep cut on the head indicated the way in which he had met his death. His body was taken out, and the women in the throng stepped back and turned away as it was put in a wagon and taken to an undertaker's shop.

At noontime it was almost impossible to make one's way through the crowd to the ship's side. The tide had lowered, and the schooner rested in the sand. John M. Day, representing the underwriters, took charge of the battered hulk of the Mary F. Kelly, but he could not keep back the curiosity hunters who swarmed the deck. They cut the sails to pieces for souvenirs, and even took away pieces of the rail.

The sea was running high and far out across the breakers a dismantled ship with a jury mast rigged up could be discerned through powerful glasses plowing her way toward Sandy Hook. It was a wild sight and one that will live in the memory of all who saw it. The wreck on shore, the tossing waves, the struggling ship in the distance, the leaden sky, and the men and women on shore facing the fiercely blowing gale presented an unusual picture for a gay Summer resort.

A purse of $100 was collected for the rescued sailors, and they were sent to their homes in the afternoon.

The owners of the Mary F. Kelly were notified by telegraph, but it was some time before the message could be sent, owing to the fact that all wires were down in this neighborhood until late in the day.

The old fishing pier was broken in two and strewn about the beach. At the foot of Second Avenue the lifeboat was smashed to kindling wood. The roof of the Duncan Hotel at Asbury Avenue was partly blown off. A. R. Toland's cottage on Main Street was toppled over. Trees were uprooted all over town, and awnings and blinds scattered about the streets.

The principal damage at Ocean Grove was at Lilligore's pavilion. The loss here is conservatively estimated at $6,000. Half of the pavilion has fallen into the sea. Five hundred bathing houses were demolished. A twelve-hundred-dollar soda fountain was ruined. Wreckage is strewn all over Broadway.

Among the tents, a feature of Ocean Grove, the damage has been greatest. More than fifty tents were leveled to the ground. This occurred about daybreak, and men and women rushed into the street in scanty attire. The women were panic-stricken. They were taken into neighboring hotels and cared for. The tent of the Rev. Dr. Adam Wallace has not been found up to date. His household effects were scattered for yards about where the tent stood.

The hotels and cottages suffered greatly. The cottage of the Rev. W. F. Abbott, at 103 Central Avenue, lost the greater part of its tin roof.

The schooner Henry R. Congdon, which came ashore at Deal Beach several months ago and has been used as a museum ever since, was lifted up and turned part way around. The roof of the Columbia Hotel at Belmar was blown off, and the guests were compelled to move out. They were taken care of in cottages.

The wind shifted to the west about midnight, and the surf is now running very high. Further damage and possibly wrecks may be looked for to-morrow.

YACHTS WENT TO PIECES.

At Jersey City, Bay Ridge, and New-Rochelle They Suffered Greatly.

Yachts at anchor in the waters about New-York were great sufferers from the storm of yesterday morning. The greatest damage was wrought among the yachts that lined the shores of New-York Bay from Jersey Avenue, Jersey City, to Greenville.

The boats damaged were the Helen, owned by Walter Collins; the Namoi, owned by John Wright, and the Charles V. Tuthill, the joint property of Newman and Tuthill. They were driven on Black Tom and adjacent oil docks and badly damaged.

Next to that is the Pavonia Yacht Club's anchorage ground, where the Comfort, owned by Vice Commodore F. N. Randall; the Defiance, owned by John Lober; the Richard K. Fox, owned by Thomas Vaughn, and two or three smaller boats, like the Growler, Areka, and Mascot, were all badly wrecked. Two others, the Mystery and the Major, were capsized at their moorings.

The Greenville Yacht Club was the greatest sufferer, however. Its clubhouse lies further down the shore and was more exposed to the sweep of the wind and tide. The bridge, float, and runway were swept out into the bay, and the pavilion was thrown up on the beach by a big wave, while another smashed one of the schoolhouse arks. The yachts, the Ines, owned by James H. Grady, was knocked into bad shape against the stone wall running out from the pier. Frank Grady and Teddy Luck, two boys, the former the son of the owner, put out in a skiff to try and save the boat and were upset and driven back.

The Alida, which belongs to Capt. O. P. Vreeland, was also badly damaged.

All along the shore from Jersey City to Bayonne the beach was lined with fragments of wrecked bathhouses. On the Newark Bay shore there was very little damage, the wind being offshore, but the tide ran very high, and in the low lands the water came up to the houses.

The storm played havoc with the yachts of the Brooklyn Yacht Club anchored off the clubhouse at Gravesend. Several of them broke away from their moorings and were blown on the beach. Four have disappeared entirely. They are supposed to have sunk or to have been smashed to pieces and every piece of wreckage washed away.

The four are the Vida, Acorn, Faustina, and Arrow. The Vida is a twenty-one-foot sloop owned by Frank A. Perret. She was built by J. F. Mumm in 1883. The Acorn is a sloop yacht owned by Capt. Marten, and is enrolled in the fleet of the Atlantic and Brooklyn Clubs. The Arrow is a sloop owned by Capt. Bredt, and the Faustina is a twenty-five-foot sloop owned by R. C. Hopkins.

At Bay Ridge, the clubhouse of the Brooklyn Canoe Club, which is on a float, broke away from its moorings and floated in the Atlantic Yacht Club Basin. It did considerable damage to the sails and spars of the yachts there before it was tied up again. The big yachts at anchor off the clubhouse rode out the storm without any serious mishap.

A bathhouse at South Brooklyn broke from its moorings and drifted into Tebo's yacht basin. It bumped against S. H. Austin, Jr.'s, steamer Nesita and damaged her rail considerably.

Several of the yachts of the New-Rochelle Yacht Club and Corinthian Mosquito Fleet anchored in Echo Bay, New-Rochelle, dragged their anchors, and some drifted ashore. The sloop yacht Vision of Philadelphia with a party of five on board put in the bay for shelter on Wednesday evening. During the night she began to make water and those on board left her. The Vision filled and sank on Potter's Beach, Davenport Neck, where she now lies a total wreck. The twenty-eight-footer Zee Zee drifted on the rocks off Hudson Park and was smashed to pieces.

CRAFT IN THE BAY FARED BADLY.

The Harbor Full of Crippled Vessels—Many Collisions Took Place.

The lower bay, over which the cyclone swished its tail, is now studded with sunken yachts and other smaller craft, and the beach is strewn with boats of various types. At least a score of vessels were wrecked in that locality on Wednesday night.

That evening the lower bay held a large fleet of schooners, yachts, and small pleasure craft. Many of the yachts belonged to the Pavonia Yacht Club, and early in the day G. W. Kohn, ex-Commodore of the fleet, ordered the boatkeepers to seek an anchorage inside of Spermaceti Cove. They neglected to do so, and, as a result, nearly the entire fleet was wrecked.

The heavy gusts blustered around the Horseshoe shortly before midnight. They grew heavier rapidly, and before 1 A. M. yesterday the water in the bay was livid with foam.

The schooner yacht Telfar of the Corinthian Yacht Club was the first to leave her moorings. The boat is the property of Rear Admiral William Perry. Capt. Ferrell and four men of the crew were on board. The cable which held the vessel parted and another anchor was let go. It proved insufficient, and the yacht began to drift toward the beach. The yacht's small cannon was fired as a signal of distress, but unfortunately everything else in that locality was in distress at the same time, and no assistance could be rendered.

Lying between the yacht and the shore was the Government Coast Survey schooner Brenda, which has been surveying the waters hereabout since July 5. The surveying party is in charge of J. J. Johnson. They each were able to clear the Government craft, and the two crashed violently together. The Brenda's headgear was carried away, and the next moment her two masts went by the board.

Another heavy surge sent the two hulls together, and then the boats suilenly parted. The loss of her top hamper enabled the Brenela's anchors to hold, but the yacht drifted helplessly on.

The sloop yacht Earl of Bayonne, N. J., was anchored directly in the path and making a hard fight to hold on to her anchors. The Telfer struck her a glancing blow and the Earl's cables immediately snapped. She swung around until she laid her boom directly under the Telfer's stern, and in this position both vessels drifted against the pier of the Central Railroad. The inside boat crushed in her sides against the stout pilings and acted as a buffer for the Telfer. With a big yacht pounding on one side and crushing her against the pier, the poor Earl was soon a complete wreck.

The Earl was owned by Capt. John Higgins, her master. She had on board a party of six, who were on a fishing and hunting trip. They were all from Bayonne. They were Thomas O'Brien, James Brady, John Bowman, Henry Bowman, J. S. Isaacs, and William Bull. They all succeeded in scrambling uninjured upon the pier. A few minutes later the Earl was smashed into a pulp. The boat and accoutrements of the party were valued at $2,000. Nothing was saved from the wreck.

With the sinking of the Earl, the Telfar began to experience what it was to be dashed against the pier. Her head gear was carried away, sides stove in, and within a short time she had been battered almost beyond recognition.

A short distance from where she struck the pier, the forty-five-foot sloop Ione, belonging to Mr. H. M. Brewster, ended her career. Mr. Brewster is a resident of Bayshore, L. I. A few days ago he went on a sailing trip, accompanied by his wife, child, and Peter Olsen, a seaman. They were all on board and soundly asleep when the cyclone forced the boat from its moorings. Mr. Brewster rushed on deck in his night clothes. Another anchor was let go, but the cable snapped almost immediately. A few minutes later the boat was wrerking itself against the pier.

Mr. Brewster scrambled up one of the spiles and Seaman Olsen threw his child to him, which he caught in his arms. Mrs. Brewster was rescued with great difficulty, and then Olsen climbed ashore just as the wreck was sinking. They saved absolutely nothing except the night garments which they wore. They found an asylum in the Pavonia Club-house, where clothing was furnished them by Steward Taylor.

Col. Cornelius Benson's forty-one-foot schooner yacht Hayden also met disaster on this same pier. Only one man, William Stryker, was on board at the time. He was severely bruised by the boat surging against him while he was trying to climb one of the spiles.

Henry Peters, who was on board Mr. George Laurie's yacht Winnifred, while not disposed to be captious, had some objections to urge against a night that was so dark that one could walk overboard while carrying a lighted lantern. That was just what Mr. Peters did. When the yacht began to drag her anchor, he went on deck to take a survey of his surroundings. He saw that she was likely to be a wreck in a few minutes and went below for a lantern with which he intended to guide himself to the tackle for lowering the small boat.

While below a big sea swept over the deck and carried the boat from its davits. Peters emerged with his lantern a few minutes later and walked overboard, lantern and all. He has no clear idea as to how he managed to get ashore, but supposes that he was washed there with the debris of the boat, hardly a plank of which was left intact. The Winnifred belonged to the Pavonia Yacht Club.

The tugboat General A. A. Humphreys, belonging to the United States Engineering Department was swamped alongside her pier. Capt. Hawley and his crew of five men were asleep when the storm broke. The violent thumping of the craft awakened them, and they hurried on deck. They saw that the boat would dash herself to pieces if she remained where she was, and the crew got out upon the dock and endeavored to haul the boat around to the leeward side.

Before they could, waves dashed over the decks, carrying away the deckhouse and filling the hold. The boat sunk almost immediately. The crew saved nothing except what they stood in. They were cared for by the crew of the steamboat St. John, which was moored to the Jersey Central's pier.

Capt. L. W. Forbell's 22-foot catboat Oriole sunk at her anchors. No one was on board. Mr. F. M. Whitney's cabin catboat Falcon, also of the Pavonia fleet, was wrecked by being dashed against the trestle of the Central Railroad. The Ekss, a twenty-one-foot sloop, was swamped alongside the Pavonia dock. She was fortunate in sustaining no other injury than that caused by a temporary submission.

The catboats Midget, Capt. Brown; the Yankee Bird, Capt. Richards; the Pavonia, Capt. Douglass; W. H. Maxwell, Champion; the Syren, Capt. Hall; the Qui Vive, Captain's name unknown, and the Admiral, Capt. Clark, completes the list of boats that are known to have been wrecked at Atlantic Highlands. A number of other craft were at anchor off that point, but whether they slipped their cables and sought a more protected spot or went down before the fury of the storm, could not be ascertained yesterday.

Among the few pleasure craft that rode out the cyclone in safety were the Phantom, Sea Gull, Brunhilda, and Atalanta.

One of the lively incidents of the storm was afforded by the fishing boat Barker, Capt. Holat, which anchored inside the Horseshoe Wednesday evening. Shortly after the cyclone burst, the Barker bade good-bye to her anchor and joined the procession that was drifting shoreward. Another anchor was let go, but its cable snapped and the vessel continued on her shoreward career.

Out of the smother of foam astern could be distinguished a wildly-plunging object which as it came nearer was made out to be the smack Potter. As the Barker drifted closer, the crew were astonished to hear a hearty hail and an offer of a line to ride by. They gladly accepted, but could hardly understand how a small craft that was apparently having a hard task to hold her own could withstand the additional burden of another vessel. The line was thrown and made fast, and although the men of the Barker did not expect so good fortune, both boats rode out the storm in safety. They had much to say yesterday in praise of the unselfishness of the smack's crew, who hazarded their own lives to assist others.

Vessels that were caught out upon the high seas were no more exempt from disaster than were those that were anchored in exposed places. The steamship Eggleston Abbey from the Delaware Breakwater encountered the cyclone off Barnegat. Eighteen of her plates were stove in and her forward steel plates were smashed. She lost no men during the exciting experience, but picked up one after it was over. The castaway was clinging to a shattered boat when sighted by the lookout of the steamship. When he was got on board he said his name was George H. Upton and claimed to be the sole survivor of the fishing schooner Mary Lizzie of Gloucester. The man said he had been thirty-three hours in the water. He was very much exhausted and could give but few details as to how the disaster occurred beyond the fact that the schooner had foundered in a storm.

The steamship Zaandam, from the Netherlands, came into port with her smokestack whitened with spray. The rotary storm raised a sea which so confused that all control of the vessel was lost, and she wallowed through it, taking up her own position. The vessel sustained no damage. The Carlisle, from Rotterdam, had a similar experience. Mate Nicholson of that vessel says that when near Sandy Hook he saw two schooners driving before the blast with sails in ribbons. He is doubtful if either rode out the storm.

NEW-JERSEY WAS STORM SWEPT.

Orchards in Ruin and Damage Caused in All Parts of the State.

LONG BRANCH, N. J., Aug. 24.—The fierce northeast storm of last night and this morning caused considerable damage at this place, and it will be some time before the Branch entirely recovers from the effects of the storm, which, without doubt, was the severest experienced at this place in years.

Fortunately there was no loss of lives. Very few of the cottagers or hotel guests slept a wink all night. The wind at 7 o'clock had increased to a gale, and fears were entertained by all that the buildings would be demolished. Every time that a chimney would topple over, coming down upon the roof with a crash, it was thought that the building was being demolished.

There are but a very few houses in Long Branch with a whole chimney. Trees have been uprooted and flagpoles broken and twisted. By far the worst damage was done along the shore front. From the West End Hotel to the Normandie-by-the-Sea not a bathing house is to be found intact. The major part of them were swept out into the sea, while others were washed high upon the beach or bluff.

At last the famous old ocean iron pier is a thing of the past. The storm carried away fully four-fifths of it and all that now remains is about twenty-five feet from the shore. A large portion of the pier was cast upon the beach just south of North Broadway and directly into Coroner Van Dyke's fishpond.

At North Long Branch the terrible storm did considerable damage to the new bulkheads, lawns, and bathing houses. The monster breakers made a clean sweep over Oliver Doud Byron's bulkhead, and carried away his bathing houses and damaged his property quite extensively.

A gang of twenty men were at work on the beach in front of the Monmouth Beach Clubhouse, at Monmouth Beach, this afternoon. They were gathering a heap of boards, joists, and doors, that was all that was left of the thirty or forty bathing houses that were on the beach last evening.

Galilee, the pretty little resort of Monmouth Beach, was completely inundated with water from the great storm. At one time it looked as if St. Peter's, in Galilee, the Protestant Episcopal Church, would be swept into the ocean. The sea completely surrounded the picturesque little edifice. The fishermen who live in the little shanties at this place had a hard time of it all night. Their huts were filled, knee deep, with water, and they were forced to wade around in them saving their effects from being washed into the ocean.

The bathing houses of Henry Tuck of New-York, who owns a Summer cottage at this place, were cast far up on the highway, fully 200 feet from the beach. Many of the lawns and bulkheads at this place were ruined.

Seabright escaped with but little damage. Several hundred bathing houses were swept out to sea, and here and there the ocean ate into the bluff. At Normandie-by-the-Sea the ocean made a clean sweep over the sandy beach into the roadway. Little damage, however, was sustained at this point.

POINT PLEASANT, N. J., Aug. 24.—All last night the severest storm prevailed here ever known by the oldest inhabitants. Signs were blown down, buildings unroofed, huge trees are across the streets and wreckage in the avenues, so that many drives are impassable. The rain and wind began about 8 o'clock last evening. At midnight the storm was at its height, the wind blowing at times seventy miles an hour. The Government telephone line was broken down by wreckage from the sea. The sea broke in at Arnold Avenue, Point Pleasant, and filled the lake. All the docks along the river are submerged, and thirty yachts moved off from the docks are fouled.

The entire promenade is washed away. It was very dangerous to travel during the night. In some instances the walks were not only washed out, but were carried by the force of the wind far up on the beach. The sea would strike the board walks and bulkheads and lash up twenty feet in the air.

A report has reached Superintendent Havens of the Life-Saving Service that a large three-masted schooner is flying distress signals. Her mainmast is carried away and mizzen mastmast is broken off. No boat could live a moment in this lashing surf. Passing vessels are being tossed about like toys. They are just carrying enough sail to keep them out of the troughs of the sea.

Vessels are reported ashore north of here, but as the telephone and telegraph wires are down, no particulars can be had. The beach is lined with Summer visitors looking at the high sea and piles of wreckage.

All the shore towns have been more or less damaged, and it will be some time before the telegraph lines can be used at all points. A wash-out at Amboy, on the New-York and Long Branch Railroad, has stopped trains.

TRENTON, N. J., Aug. 24.—Last night's storm blew down many trees in Trenton and sent a number of signs crashing into store windows, doing considerable damage. Reports from the farm country show a general damage to all growing crops and the unroofing of a half dozen barns. The Delaware River, which was so low as to threaten the water supply, is much higher, but too muddy to use.

From the coast comes reports of damage. At Barnegat City considerable of the beach front was cut away. At Beach Haven four yachts were dragged from their moorings and swamped. The Summer pavilion at this place was almost turned over. At Lake Como the residents remained awake all night dressed ready to flee in case their cottages were unroofed.

At Spring Lake in two cottages the frightened occupants organized prayer meetings. The board walk at Point Pleasant was entirely torn up in parts. At Bay Head a fishing cabin was torn from its piers and broken apart.

Information was received at the Quartermaster General's office that considerable damage had been done to the State camp ground at Sea Girt. All the tents that had been left on the grounds for the accommodation of the regiments and squads coming to the camp for rifle practice were carried to all parts of the grounds.

The officers' tents near the Governor's headquarters were also blown over, and the officers of the range had to beat a retreat to the little white house, which at times fairly rocked. There was some damage to the targets at the range and to the stables. The tents are to be gathered together and brought to the State Arsenal at once.

BAYONNE, N. J., Aug. 24.—Damage aggregating many thousand dollars resulted from the tornado last night along the Bayonne shores and in the city. Destruction was chiefly confined to the section along New-York Bay shore, where there is a protected harbor between old Constable Hook and the Morris & Cummings Dredging Company's property.

In this usually favored anchorage of the upper bay, considered so secure and desirable, dozens of small sailing craft and rowboats were at anchor. Frank Langley's schooner yacht Comet was the only boat which weathered the gale safely. The crew remained aboard the whole night, and had all it could do to save the boat with three anchors out.

Bayonne Yacht Club fared badly, its boats, boathead, and pier being wrecked. Bayonne Rowing and Athletic Association, in the extreme corner, lost its big float and gangway, but the boathouse, full of shells and barges, was saved. The locality in front of the new Bergen Neck Railroad was strewn with wreckage of various craft. Members of the association lost many yachts, which were blown upon the shore and rocks, and battered to pieces. Several boats were capsized and sunk. A stock of boats kept for rental near by were destroyed. Scores of bathhouses along that shore were demolished. Hundreds visited the scene of destruction during the day.

Along the Kill Von Kull shore, protected by Staten Island, little damage is reported. There are the extensive oil refineries, sulphur, chemical, and copper works. Several thousand men employed there, who live in Bayonne, had difficulty in reaching their work. Two wagon roads were submerged and another walk was partly impassable. The men tried the Jersey Central Branch track and were obliged to walk upon coal cars part of the distance to reach the yards. In places the water was more than a foot deep until the tide ebbed.

RAHWAY, N. J., Aug. 24.—Rahway has never suffered so much from storm, the great flood of 1883 excepted, as it did from last night's tornado, and this morning and late this afternoon the streets were still blocked with fallen trees.

The height of the storm was not reached until 10 o'clock, when people were awakened by the shaking of their houses and the falling of trees, so high was the wind.

Cellars are inundated all over the city, many sections of streets are washed out while fences and small buildings have been swept away. Tall chimneys were blown down and two factories have been compelled to close to repair the damage done by the wind.

Along the river front the damage, as usual, was greatest. Streets adjacent to the river were flooded to a depth of five feet. Chickens by the hundred were carried down stream. Several small shanties were undermined, and are now propped up, the colored inhabitants refusing to leave their isolated homes.

Many boats at anchor were driven on shore and badly wrecked, while rowboats by the score are missing.

A. T. Crane, who has boats to let at the drawbridge, found his entire fleet of fifty boats missing this morning. Many of them have since been found high and dry on the uplands.

Fruit has been completely ruined, and where

Bathing Houses Carried 300 Feet at West Brighton.

the wind failed to uproot the trees it thrashed the fruit off.

The telephone, telegraph, and electric light service was completely paralyzed up to noon, the streets being blocked in many places by the twisted mass of wires.

Melton Avenue, Seminary Street, Grand Street, and St. George's Avenue were shut off from wagon traffic by large trees, many of them ten inches in diameter, which had fallen across the road. Street Commissioner Steel has doubled his force of men to clear up the debris.

To add to the discomfort of residents along Main Street the large water main at the corner of Cherry and Main Streets broke at 4 o'clock this morning, rendering the water service useless for the day. If a fire had broken out the whole lower section of Main Street would have been swept away.

RED BANK, N. J., Aug. 24.—Last night's cyclone was the most destructive storm that ever visited Monmouth County. From every township come reports of great damage. The peachgrowers in Middletown and in the upper part of the county are heavy losers, and their losses will foot up to thousands of dollars.

William H. Grant, one of the largest growers in Middletown, expected to gather 5,000 baskets of peaches. His orchard has been considered the best in the county. Not a tree in the orchard is standing, and the crop is nearly a total loss. Other farmers in Middletown township will lose heavily. Apple, peach, and pear trees are either blown down or stripped of their fruit. In Wilder Lufburrow's orchard at Chapel Hill not a peach is left on the trees.

Many of the roads in the farming communities were made impassable because of fallen trees.

The storm in town was very severe. Chimneys were blown off, and in a number of gardens fruit trees are laid low. Hundreds of grape arbors were blown down.

The Shrewsbury River was a regular sea, the waves being unusually high and dashing with fury over the docks and bulkheads. The sloop Puritan, owned by George A. Whiting, dragged her anchor and ran against William S. Sneden's private dock, wrecking both the sloop and the dock.

PLAINFIELD, N. J., Aug. 24.—In this city chimneys were blown off, trees were uprooted, and many of the electric-light wires were blown down into the streets. The rain came down in torrents, flooding the streets and many of the cellars.

All Western Union communication was completely cut off by broken wires. Telephone wires were rendered useless.

A large building in course of construction at the corner of Fourth Street and Park Avenue, which is finished for three stories, came near falling in a heap

MANY SAILORS' LIVES LOST

(Continued from Page 2.)

the McKinley tariff law to be a delusion. Mr. Ashley was made editor of *American Industries* but retained his connection with the *World*.

He was an upright, intelligent man, a good stenographer, and was very well posted on the economic questions of the day. He was popular with all who knew him. He leaves a widow and three young children.

RECORD OF DAMAGE TO SHIPPING.

Complete List of the Vessels Injured in the Great Storm.

Herewith is a complete list of vessels in local waters and along the Atlantic coast which suffered injury in the great storm:

STEAMERS AND SAILING VESSELS.

A. A. ROWE, schooner, Heaney, Captain; lost one anchor and had sails split.

ADVANCEMENT, bark; dragged anchors and went ashore on Liberty Island.

BRENDA, Government survey schooner; head gear and both masts lost through collision with schooner yacht Telfar at Atlantic Highlands.

BRILLIANT, steamer from this port for Dover; damaged off Sandy Hook and forced to return.

CASTILIAN PRINCE, steamer from Buenos Ayres, anchored off Liberty Island; dragged anchors and collided with bark Kingston; latter considerably damaged.

CHOCURA, schooner, John Parre, Captain; badly damaged off Barnegat; two men lost.

CONISTON, schooner, badly damaged near Halifax by being run into by British steamer RHODORA.

DIANA, schooner, dismantled at New-Haven, Conn.

DORCAS, steamer, and barge ETTA STEWART, wrecked near Halifax; twenty out of twenty-five on board known to have perished.

EMPIRE STATE, schooner; John Carnish, Captain; sunk off Manasquan, N. J.; ten men lost.

FOUR PONTOONS AND SCHOONER belonging to Merritt Wrecking Company; driven ashore near Narragansett Pier, R. I.; diver lost.

GENERAL HUMPHREY, tug in Government service; sunk at Atlantic Highlands.

HAROLD BORDEN, schooner, from Sydney, N. S., capsized in the Bay of Fundy; it is feared the crew perished.

JOHN FEENEY, schooner; Scott, Captain; lost anchors and sails in hurricane off Manasquan; one seaman injured.

LAUGHING WATER, smack, Gloucester; lost fore and mainmasts off Long Branch.

LIGHTSHIP on southern five-fathom bank near Philadelphia sunk; crew supposed to be lost.

MARY F. KELLY, schooner; Christopher Grattan, Captain; beached at Asbury Park; four men lost.

OTTO AND ANTONIO, Norwegian bark; total wreck near Magdalen Islands in Gulf of St. Lawrence; fate of crew not known.

RECIPROCITY, Norwegian bark, bound with lumber from Quebec to Greenock; waterlogged in St. George's Bay, Newfoundland.

W. W. STORY, schooner, picked up in Lower Bay dismantled; towed to Red Hook Point.

PLEASURE CRAFT.

ACORN, sloop yacht, owned by Capt. Marten, B. Y. C.; disappeared at Gravesend Bay.

ANITA, owned by J. H. Crosby of this city; wrecked at Black Rock, Bridgeport, Conn.

ARROW, sloop yacht, owned by Capt. Bredt, Brooklyn Yacht Club; disappeared at Gravesend Bay.

BEATRICE, cutter yacht, New-York; lost topsail near New-Haven, Conn.

EARL, sloop yacht, Bayonne, N. J., owned by Capt. John Higgins; completely wrecked at Atlantic Highlands.

EKSA, sloop yacht, swamped at Atlantic Highlands.

ELLA, launch, owned by Ella Wheeler Wilcox, sunk at Short Beach, Conn.

FALCON, cabin catboat owned by F. M. Whitney; smashed against trestle at Atlantic Highlands.

FAUSTINA, sloop yacht owned by R. C. Hopkins; missing from Gravesend Bay.

HAZEL, cutter yacht, owned by J. C. Wolcott, Jersey City, N. J.; swamped at Black Rock, New-Haven, Conn.

HOYDEN, schooner yacht, owned by Cornelius Benson; completely wrecked at Atlantic Highlands.

HYDROS, sloop yacht, Boston, Mass.; driven into sea wall and sunk at New-Haven, Conn.

IONE, sloop yacht, owned by H. M. Brewster, Bay Shore, L. I.; completely wrecked at Atlantic Highlands.

JULIE, sloop yacht, New-York; lost rigging near New-Haven, Conn.

META, schooner yacht, owned by J. M. Masury, this city; wrecked at Black Rock, Bridgeport, Conn.

ONEITA, sloop yacht, owned by R. H. Crossley of this city; wrecked at Black Rock, Bridgeport, Conn.

STELLA, owned by Rolland Pettitt of this city; completely wrecked at Black Rock, Bridgeport, Conn.

TELFAR, schooner yacht, owned by W. A. Perry; completely wrecked at Atlantic Highlands.

VIDA, sloop yacht, owned by Frank A. Perrett; disappeared at Gravesend Bay.

VISION, sloop yacht, Philadelphia; beached at Davenport's Neck, Long Island Sound.

WINIFRED, sloop yacht, owned by George Laurie; completely wrecked at Atlantic Highlands.

ZEE ZEE, yacht, owned by F. W. Sidney; torn to pieces on the rocks off Hudson Park, N. J.

Wrecked in the Bay of Fundy.

HALIFAX, Aug. 24.—News to S. Cunard & Co. says the fine schooner Harold Borden, coal laden, from Sydney, bound up the Bay of Fundy, capsized yesterday off Wolfville, and it is feared the crew perished. Nothing definite in that respect has yet been received.

The Harold Borden was chartered by S. Cunard & Co. and left Sydney last week and weathered Monday night's terrific gale only to fall a victim to the dangers of the Bay of Fundy.

SUICIDE OF BURGLAR KEHOE.

He Cuts His Throat in His Room While Handcuffed to a Detective.

John Kehoe, a burglar, twenty-three years old, while in the custody of three Brooklyn detectives, to one of whom he was handcuffed, committed suicide in his room at 205 Lee Avenue, Williamsburg, last evening, by cutting his throat with a penknife. His jugular vein was completely severed, and death was almost instantaneous.

Kehoe was arrested at the corner of Lee Avenue and Taylor Street about 7 o'clock by Detectives Rall and Ryan on a charge of breaking into Cornelius Bolton's stationery store at 2,625 Atlantic Avenue on the night of Aug. 8. Kehoe and William H. Classen of 302 Henry Street, this city, robbed the store of $200 worth of gold pens and cutlery. Classen was arrested in this city Wednesday afternoon, and he confessed and implicated Kehoe. Yesterday morning Classen was held for trial by Justice Tighe of Brooklyn.

Kehoe resisted, but he was overpowered. When taken to the police station he was handcuffed and his pockets were searched. The detectives found a pocketbook containing $14, but no weapon of any kind. When the detectives were satisfied that his pockets were empty, Kehoe was handcuffed to Ryan's left wrist and was taken to his boarding place at 205 Lee Avenue. Rall and Ryan were accompanied by Detective Holland.

When Kehoe's home was reached he led the way to his room at the front of the second floor of the house. He boarded there with Mr. and Mrs. Charles G. Hamblen. Kehoe's hall bedroom was only large enough to accommodate a small bed and washstand. A small closet opened out of the room.

Kehoe and Ryan seated themselves on the bed, while Holland and Rall searched the room. When Rall was looking through the closet, Holland thought something might be concealed under the bed. He requested Ryan and Kehoe to stand up. They did so.

While Holland was on his knees and Rall was in the closet Ryan watched them, turning his head from Kehoe, who stood quietly by his side. He did not see Kehoe reach out and take a pearl-handled penknife with the large blade open from behind a washbasin on the stand. Kehoe did not waste time, but with a quick movement of his left hand he drew the knife across his throat, and a stream of blood spurted out over his coat and to the floor.

Ryan uttered a cry of horror, and Rall and Holland sprang forward and caught Kehoe by the shoulders. Holland quickly unlocked the handcuffs and released Ryan, and then Kehoe was laid upon his bed. He had said not a word, and it was evident that he was dying rapidly. Holland ran to Bayard's drug store at the corner of Rutledge Street and rang for an ambulance, and then summoned Dr. Lewis Hess of 202 Lee Avenue.

Dr. Hess responded promptly, but when he saw Kehoe he said he could not live ten minutes longer. Five minutes later Kehoe expired.

Kehoe belonged to the Lee Avenue Congregational Church. He was employed somewhere on Atlantic Avenue.

Huff's Inheritance Grows.

RAHWAY, N. J., Aug. 24.—Mrs. Grose, the sister of John S. Huff, says there is no doubt about his having inherited a fortune from a Californian whom he nursed through an attack of typhoid fever in 1876. Mrs. Grose says the sum is even greater than at first reported, and will probably reach $3,000,000.

Mrs. Grose refused to tell the name of the Californian, but gave THE NEW-YORK TIMES's correspondent a history of the events which led to the big bequest. She said the Californian was a friend of her brother, and while visiting him in Plainfield in 1876 became ill. It was then that Huff gave up his position of clerk in a drug store to nurse his friend, who promised to "remember him in his will."

Huff was first informed of his friend's death and his own good luck in July, 1891, but he did not believe the two messengers who brought the news. The messengers disappeared, and nothing more was heard of them until last week, when they reappeared and produced documentary evidence which satisfied Huff, and he went with them. He is supposed to be in New-York looking after some of his property which is situated there.

Huff is forty-three years old and unmarried. He has a marked resemblance to Whitelaw Reid.

THE TRIAL OF COL. HUGHES.

Gov. Lewelling the Last Witness—He Contradicts Himself.

TOPEKA, Kan., Aug. 24.—The court-martial for the trial of Col. Hughes, Third Regiment, Kansas National Guard, is likely to come to a sudden and rather sensational close. Col. Hughes has been charged with disobedience of orders in refusing to cast out the House of Representatives and with conveying information to the enemy when he carried the tidings that the Governor had declared a truce. The evidence closed to-day, with Gov. Lewelling as the last witness.

The Governor had admitted on the witness stand that if the House of Representatives in question had been a constitutional house and anybody had been killed in the execution of his order that he would have been guilty of murder as well as the officer executing his command. The Governor in his testimony to-day contradicted his testimony of a few days ago. He then declared that he had nothing to do with placing the forty-two men on guard the night of Feb. 14. To-day he testified that he had called a special meeting of the Executive Council for this very purpose, but that this fact had escaped his memory.

He further testified that the issuance of his proclamation was for the sole purpose of disbanding the House of Representatives and for the purpose of securing the undisturbed possession of Representative Hall for what is now known as the Dunsmore House, which the Governor again declared is the legal body in spite of the decision of the Supreme Court. The Secretary of State, Osborne, assumed to have control of the hall even when the Legislature was in session. The Governor took occasion under oath to interject the statement that he did not believe that Osborne was insane.

When the witnesses had all been examined, counsel for Col. Hughes asked that the stenographic notes of the trial might be transcribed before the argument was begun. The Judge Advocate objected to this, declaring there was no precedent for such a proceeding. He said the counsel could have read to them any part of the evidence, but that the notes should not be transcribed. After two hours' consultation, the court sustained the objection and ordered the argument to begin at 9 o'clock to-morrow. Gen. Caldwell, counsel for the accused, charged the court and the Judge Advocate with the intention of suppressing the evidence, which all the way through was of a character to injure the Populists.

CHARGED WITH TAKING A BRIBE.

President of the Woodhaven (L. I.) Board of Education Removed from Office.

JAMAICA, L. I., Aug. 24.—At the meeting of the Board of Education of Woodhaven last night the President, Rufus Y. Kirkland, was removed from office by the unanimous vote of the Trustees for the alleged offense of accepting a bribe of $200 from A. De Graff Hinsdale, an architect of New-York, to secure Hinsdale the appointment as architect for the new twenty-thousand-dollar brick school house which has just been completed.

When Kirkland entered the board room he was apprised of the action of his colleagues and given a copy of an affidavit made by Hinsdale telling of the alleged corrupt transaction. Kirkland neither explained nor denied the charges.

Miners' Strike Now About Ended.

PITTSBURG, Kan., Aug. 24.—All the small operators and several others have agreed to the terms by which the Santa Fé settled the difficulty at its mines, and it may now be said that the strike is permanently settled. The only proprietors holding out are the Central Coal and Iron Company and the Kansas and Missouri Coal Company. They still insist that they will pay no more than 50 cents straight per ton. If their old men do not want to go to work at that price, the companies will continue the importation of negro labor.

THE WEATHER.

WASHINGTON, Aug. 24—8 P. M.—Forecast for Friday:

For *New-England*, westerly winds and fair weather.

For *EASTERN NEW-YORK, Eastern Pennsylvania, New-Jersey*, the *District of Columbia, Maryland, Delaware*, and *Virginia*, southwesterly winds and fair weather.

For *North Carolina, South Carolina, Georgia*, and *Eastern Florida*, variable winds and fair weather.

For *Western Florida, Alabama, Mississippi, Louisiana*, and *Eastern Texas*, variable winds, mostly southerly, fair weather.

For *Arkansas, Oklahoma*, and *Indian Territory*, southerly winds and fair weather.

For *Missouri, Kansas, Iowa, Nebraska, Minnesota, North Dakota, South Dakota*, and *Colorado*, cooler Friday morning, warmer Friday night, light northerly shifting to fresh southerly winds, generally fair weather.

For *Montana*, westerly winds, warmer, fair weather, followed Friday night by cooler, northwesterly winds.

For *Lower Michigan, Upper Michigan*, and *Wisconsin*, westerly winds, local rains, cooler Friday morning, warmer Friday night.

For *Illinois, Indiana, Ohio, Kentucky*, and *Tennessee*, westerly winds, cooler, generally fair.

For *West Virginia, Western Pennsylvania*, and *Western New-York*, westerly winds and fair weather.

RIVERS.—The rivers will change slightly.

WEATHER CONDITIONS.—The storm that was central Wednesday afternoon off the Middle Atlantic coast has moved northward along the New-Jersey coast, and is now apparently central in the interior of Maine.

Northeasterly gales, with heavy rains, have prevailed on the Middle Atlantic and Southern New-England coasts, followed by brisk westerly winds and fair weather.

The barometer is low in Assiniboia, and warmer, fair weather prevails in the northwest, and cooler fair weather in Iowa, Kansas, Minnesota, and Wisconsin.

Fair weather continues in the Gulf and South Atlantic States.

The Mississippi has risen 1.2 feet at Cairo.

Signals are displayed at Portland and Eastport.

The following shows the changes in the temperature for the past twenty-four hours, in comparison with the same date of last year, as indicated by the thermometer at Hudnut's pharmacy, 218 Broadway:

	1892.	1893.		1892.	1893.
3 A. M.	70°	69°	3:30 P. M.	90°	74°
6 A. M.	69°	68°	6 P. M.	80°	77°
9 A. M.	75°	72°	9 P. M.	75°	68°
12 M.	80°	71°	12 P. M.	73°	67°

Average temperature yesterday.....70¾°
Average for same date last year.....77¾°
Average for same date last fifteen years.....73°

ARMY AND NAVY.

COLLEGE DETAILS.—Capt. Herbert E. Tutherly, First Cavalry, is detailed as Professor of Military Science and Tactics at the University of Vermont, Burlington, Vt., Sept. 1; Second Lieut. George McK. Williamson, Sixth Cavalry, is detailed as Professor of Military Science and Tactics at Pennsylvania Military College, Chester, Penn., Sept. 7, and will relieve First Lieut. Millard F. Harmon, First Artillery, who will join his battery; Second Lieut. H. D. Humphrey, Twentieth Infantry, is detailed Professor of Military Science at State Agricultural College, Fort Collins, Col., Sept. 1; Second Lieut. F. J. Koester, Tenth Cavalry, is detailed Professor of Military Science at Allegheny College, Meadville, Penn., relieving First Lieut. J. K. Cree, Third Artillery, who will join his battery.

RIFLE COMPETITION.—The following-named officers are detailed for duty in connection with the rifle competition of the Departments of California and the Columbia, at Vancouver Barracks, Washington: First Lieuts. Leonard A. Lovering, Fourth Infantry; Silas A. Wolf, Fourth Infantry; William P. Goodwin, Fourteenth Infantry; James A. Leyden, Adjutant, Fourth Infantry; Second Lieuts. Clough Overton, Fourth Cavalry; Edward T. Winston, Fourteenth Infantry; Fred W. Sladen, Fourteenth Infantry; Albert B. Donworth, Fourteenth Infantry, and James H. Reeves, Fourth Cavalry.

LEAVES OF ABSENCE.—First Lieut. J. E. Nolan, Tenth Cavalry, one month's leave, with permission to apply for two months' extension. Capt. Lewis Johnson, Twenty-fourth Infantry, four months. Prof. E. K. Russell, United States Navy, detached from library, Navy Department, and granted two months' leave. Capt. John Pitcher, First Cavalry, seven days' leave.

A BOARD OF OFFICERS to consist of Col. Charles H. Alden, Assistant Surgeon General; Lieut. Col. William H. Forwood, Deputy Surgeon General; Major Joseph K. Corson, Surgeon, is appointed to meet in Washington Sept. 4, for the examination for promotion of Capts. Curtis E. Price, Edward T. Comegys, Walter Reed, and James C. Merrill, Assistant Surgeon.

AN ARMY RETIRING BOARD is appointed to meet at Chicago. Detail: Major Gen. Nelson A. Miles; Col. Edward M. Heyl, Inspector General; Col. Bernard J. D. Irwin, Assistant Surgeon General; Major Edward B. Williston, Third Artillery; Capt. Daniel M. Appel, Assistant Surgeon; Capt. Marion P. Maus, First Infantry, Aide de Camp, Recorder.

MAJOR JOHN VAN R. HOFF, Surgeon, will repair to Washington from Fort Columbus, New-York, and report to the Surgeon General Sept. 1 for special duty pertaining to the Hospital Corps, and upon the completion of the duty will return to his station.

A GENERAL COURT-MARTIAL is in session at Fort Leavenworth, Kan., with Capt. D. J. Craigie, Twelfth Infantry, President and Second Lieut. F. E. Lacey, Jr., Tenth Infantry, Judge Advocate.

HARRY H. BANDHOLTZ, upon the completion of his duties at Fort Niagara, N. Y., in connection with the Department Rifle Competition, will proceed to Fort Thomas, Ky., and report for duty with his regiment, the Sixth Infantry.

THE GARRISON OF FORT BIDWELL, California, will be withdrawn and the post abandoned. The troop of cavalry stationed at that point will be sent to the Presidio of San Francisco, Cal.

SECOND LIEUT. JAMES RONAYNE, Nineteenth Infantry, a competitor for a place on the Department of the Missouri rifle team, will report at Fort Sheridan, Ill.

FIRST LIEUT. JAMES O. GREEN, Twenty-fifth Infantry, will report in person to Gen. Miles, President of Army Retiring Board at Chicago, for examination.

CARBINE PRACTICE has been set for the months of September and October for the revolver practice of Troop I, Third Cavalry, at Fort Sill, Oklahoma.

CAPT. LEONARD WOOD, Assistant Surgeon, is relieved from further duty in the Department of California.

MAJOR J. M. BROWN, Surgeon, will relieve Major H. R. Tilton, Surgeon, of duty at Fort Wayne, Mich.

A STANCH AND FAST CRUISER

THE STEAM YACHT MARIETTA HAS HER TRIAL TRIP.

Mr. H. C. Moore's New Vessel Proved Very Swift and Steady—Against a Heavy Wind and Strong Tide She Behaved in a Seaworthy Manner and Made Sixteen Miles an Hour—She Is Handsomely Furnished and Her Engines Are of Recent Model.

The steam yacht Marietta, which was designed for H. C. Moore of the New-York Yacht Club by Henry J. Gielow of this city, was given her trial trip yesterday afternoon and developed excellent speed and seagoing qualities that will make her a notable addition to the club fleet. A more severe test could hardly have been given, as the wind blew a gale and a very heavy sea was running.

Mr. Moore had intended to take her outside the Hook, but out of regard for the comfort of those on board he changed his mind, and the run was, therefore, from the Erie Basin to Yonkers and return. It was against the tide both ways. A heavy cross sea was encountered as soon as the yacht got outside the basin, but she behaved in a way that delighted both her owner and her designer, and which commanded the admiration of all on board. Though she was very light, having her forward water tank entirely empty and her after tank but partly full, and with but very little coal on board, she was very steady, and there was an entire absence of tossing and pitching. There was also a noticeable lack of vibration in any part of the boat.

No time was taken on the run up the river, but the return trip from Yonkers to the Battery was made in 1 hour and 10 minutes and the average time was 16½ miles an hour, with natural draught. With a forced draught, Mr. Gielow is confident that a speed exceeding 19 miles an hour will be made.

The Marietta was built by the Pusey & Jones Company at Wilmington, Del., and is of steel, 113 feet 2 inches long over all, 95 feet on the water line, 16 feet beam, 8 feet 5 inches depth of hold, and 4 feet 9 inches draught of water. Her deck is flush, broken only by the pilot house forward and a low trunk aft over the owner's stateroom. The pilot house is 18 feet long and furnishes an excellent place for lounging and smoking. It contains a handsome buffet and is connected with the steward's pantry below by a dumbwaiter, so that it may be used as a dining room in good weather. The wheel is of the new horizontal type.

The owner's stateroom is the aftermost room on the vessel, and contains two large bunks, one on each side, each with lockers and a dresser. A large and very comfortable divan occupies the after end of the room. Opening from the stateroom is the bathroom, which has also an entrance from the passage to the main saloon. Either salt or fresh water may be used, and a steam pipe enables it to be heated to any desired temperature. The main saloon is 15 feet long and of the same width, with abundant headroom. Both sides are occupied by cushioned divans, which may be drawn out to form four double berths at night. Forward of it are two large staterooms, with lockers, closets, and dressers. A folding partition allows them to be made into one large room, or with the curtains withdrawn adds their space to that of the main saloon.

All the staterooms and the saloon are finished in pure white lincrusta walton, with small embossed figures and designs. The effect is of great lightness and is very pleasing. The masts, where they pass through the saloon and pilot house, are covered with plush, matching the carpets in color. The saloon is connected with the steward's pantry by a horizontal dumb waiter, so that meals can be served there when for any reason it may not be desired to dine in the pilot house.

Forward of the saloon is the machinery room, galley, and forecastle, and in the bow is the room of the sailing master. The forecastle has bunks for eight men. The engines are triple-expansion of the most recent model, and were built by J. D. Sullivan. The screw is four-bladed, 4 feet 9 inches in diameter, and about 7 feet pitch. The hull is divided by three airtight steel bulkheads, which have no communication between them, thus making the yacht practically unsinkable. She will carry an auxiliary schooner rig.

The lines of the hull are very fine and the displacement is light. The entrance is narrow and fairly straight and the run unusually clean. The sheer is perfect and the boat is one of the prettiest of the many fine boats in the New-York fleet.

Mr. Moore will use his new boat for coastwise cruising, and already has several extended trips planned.

VALUABLE TO YACHTSMEN.

A Volume that Will Be Useful to Those Who Intend to See the Trial Race.

Yachtsmen who anticipate viewing the trial race to be sailed Sept. 7 and the cup race to be sailed Sept. 28 will find the "American Yacht List" for 1893 a useful book to have at hand. Mr. Thomas Manning, the proprietor and publisher of the List, has furnished a book containing more useful information than was ever published before. It contains a complete register of the yacht clubs of the United States and British Provinces, with a list of officers, addresses of Secretaries, names of yachts, signal letters, dimensions, designers, builders, and all other information of interest to yachtsmen.

There is an alphabetical list of owners and fac similes in chromo-lithograph of club flags and private signals of owners. By means of the book any one can find out at once what yachts are sailing on the bay, the owner, club it belongs to, and hailing port. The flags are so well drawn that they can easily be found.

In addition to all this there is a complete record of all the yacht races sailed last year, giving the courses over which the yachts sailed, full list of starters, rules of measurement, and time allowances of each club. The book is bound in blue cloth, and contains 569 pages of reading matter. No yacht is complete without an American List.

Mr. Manning has also published a yacht circular which contains a guide to the water routes between New-York and Chicago, with maps, a list of publications, American and foreign, relating to nautical science and marine engineering, a catalogue of the United States coast and geodetic survey charts, and a list and description of yachts for sale.

Yachts Reported.

CITY ISLAND, N. Y., Aug. 24.—The following yachts have passed here to-day: Bound East—Steam yachts Electra, Mr. Eldridge T. Gerry; Linta, Mr. Walter Luttgen; Vision, Mr. Clarence McKim; Olive, McLaughlin Brothers; schooner yacht Enigma, Mr. George E. Chisolm.

Passed West—Steam yachts Veto, Mr. George Law; Isolene, Mr. John H. Flagler; schooner yacht Dauntless, Commodore Caldwell H. Colt.

Left Here for the Eastward—Steam yacht Loon, Mr. Robert M. Riddle.

Bits of Yachting News.

—The Fife cutter built by Saunders at Bristol for Mr. J. B. Mills has been launched. She has been named Infanta and will be ready for a trial trip in a week or ten days. Her dimensions are: Length over all, 47 feet; on the water line, 30 feet; draught, 6 feet 4 inches; beam, 9 feet 4 inches.

—The Seawanhaka-Corinthian Yacht Club has offered prizes worth $250 for a race between oyster boats on Labor Day. The course will be a triangle of eleven miles off Oyster Bay. There will be two classes, one over and one under twenty-eight feet.

—Mrs. Lucy C. Carnegie of Pittsburg, Penn., is having a steam yacht built by the Maryland Steel Company. The yacht is to be 101 feet on the water line, 119 feet over all, 20 feet beam, and 10 feet 3 inches depth of hold.

—Mr. George E. Gartland is busy arranging the details of the big regatta of the New-York Yacht Racing Association to be sailed on Labor Day. It is expected that more than 100 yachts will start.

—There will be a race between thirty-two-footers for the Bullock Cup to-morrow at Oyster Bay. It will be under the auspices of the Seawanhaka-Corinthian Yacht Club.

—The Jersey City Yacht Club will have a ladies' day to-morrow.

Smith and Ryan to Box.

"Tom" Ryan of Chicago and "Mysterious" Billy Smith will meet at the Coney Island Athletic Club on Tuesday evening next. They have been training hard for this contest for many weeks. Each is determined to better the other, and each knows his reputation depends upon his outpointing his opponent. The bout will be six rounds for scientific points. From the reputation of the two men—for Smith "knocked out" Williams at Coney Island in one of the most terrific fights on record, and Ryan has beaten all the welterweights of the West—there can be no doubt that the meeting will be most interesting.

Smith is training at Saginaw, Mich., with Levigne, who is matched with young Griffo of Australia. Ryan is at Mechanicsville, the home of Madden. In addition to the event of the evening there will be four-round "goes" between "Billy" Hennessey and "Fred" Morris. The "Arkansas Kid" will box four rounds with the "Pickaninny," and there will be two or three other bouts of a local character.

Hodges Beaten in His Ruy Lopez.

A. B. Hodges of this city opened the fourth game of his match against A. Albin with the Ruy Lopez at the Manhattan Chess Club, in the presence of an interested crowd of local devotees of the royal game. In the second game, which Hodges opened in the same way, Albin selected 3, P—Q3 as his defense, while yesterday he relied on the well-known 3, P—Q R3 move.

Albin got the best of the middle game, and by subsequent fine play he got winning chances, of which he took full advantage, forcing the resignation of his adversary after thirty-nine moves. Albin conducted the end game very brilliantly. The score: Albin, 2; Hodges, 2.

Results at Monmouth.

FIRST RACE.—Three-quarters of a mile. Correction, 117 pounds, (Littlefield,) 5 to 2, won; Vestibule, 122, (Sims,) 2 to 1, second; Aloha, 122, (McCafferty,) 6 to 5, third. Time—1:18.

SECOND RACE.—Three-quarters of a mile. Nellie Peyton gelding, 109 pounds, (Sims,) 4 to 1, won; Uncle Jess, 117, (Doggett,) 8 to 5, second; Perrier Jouet, 114, (Taral,) 16 to 5, third. Midnight, Treasure, and King Sam also ran. Time—1:11½.

THIRD RACE.—The Orange Stakes. Seven furlongs. Chesapeake, 110½ pounds, (Doggett,) 11 to 5, won; Arab, 98, (A. Clayton,) 7 to 2, second; Julien, 106, (Sims,) 9 to 5, third. Estelle also ran. Time—1:28¾.

FOURTH RACE.—The Elizabeth Stakes. One mile and an eighth. Charmion, 108 pounds, (Doggett,) 6 to 5, won; Augusta Belle, 117, (Hamilton,) 18 to 5, second; Grace Brown, 107, (Sims,) 6 to 1, third. Minnehaha, Orchis, and Miss Maude also ran. Time—1:58¼.

FIFTH RACE.—Five furlongs. Kazan, 103½ pounds, (Bergen,) 7 to 10, won; Venusburg, 95, (Davis,) 12 to 1, second; Nahma, 95, (Penn,) 9 to 2, third. Iola and Kalie colt also ran. Time—1:00.

SIXTH RACE.—Seven furlongs. Lamplighter, 112 pounds, (Sims,) 1 to 4, won; The Ironmaster, 109, (Littlefield,) 6 to 1, second; Herald, 105, (Bergen,) 8 to 1, third. Miss Kittie and Lady Pulsifer also ran. Time—1:30½.

READY FOR THE BIG MEETING.

Fleetwood Track Will Be in Good Condition for the Grand Circuit Races.

With the exception of a few minor details, Fleetwood Park is ready to open its gate to the trotters and pacers, the bulk of which are due on the big special from Springfield about noon on Saturday. More than 300 horses will come to New-York from various points, and about 250 of these are entered in one or other of the stake and purse events which make up Fleetwood and Hartford's combined Grand Circuit programme. Most of the young ones entered in the yearling and two-year-old stakes are locally bred and owned, and join the Grand Circuit here, but the main army have campaigned all along the line, and include the flower of all the trotters and pacers in training.

The system in vogue in the harness racing world of classifying the horses according to their records at some certain date often makes a race look a "dead sure thing" for some stepper that has gone a mile eight or ten seconds faster than his class, between the dates of closing the entry list for the event and the race itself; and where the character of the tracks is similar, public form wins far oftener than not. Fleetwood, however, will furnish the exception that proves the rule, for the peculiar shape of the track, its down grade to the back stretch and the up grade and curve past the Point of Rocks will set up an entirely new game for the speculative public to guess at. It has invariably been the fact at trotting meetings on the old track at Morrisania that some horses that were slated to win did not like the going, while others that were considered "not in it" showed a marked improvement.

Six or seven bookmakers, under the direction of A. J. Welch of Hartford, will cater to those who prefer the quick action and return of betting on each heat, while those who prefer the old style of auction pools will find two pool crews to attend to their wants. French mutuals will be on sale for those who like that way of backing their opinion.

It has often been urged against going to Fleetwood that the track was not convenient to get to or from, but all that is changed. Stages at a low fare will carry passengers from the elevated station at One Hundred and Fifty-fifth Street and from Melrose Station on the Harlem Railroad. By either route the grand stand may be comfortably reached within an hour. Trains for Melrose leave the Grand Central Station at regular intervals of about forty-five minutes, and the railroad company will return special trains at the finish of each day's racing.

The grand stand has been renovated, and while for two-thirds of it there is no extra charge, a portion has been railed off and seated with comfortable chairs for the convenience especially of women.

There will be no off day during the six days' racing. Besides the usual classes, there will be one big event on each day's card, such as the five-thousand-dollar free-for-all trot on Tuesday, Aug. 29; the ten-thousand-dollar Charter Oak Stake on Wednesday, the free-for-all pace on Thursday, and Nancy Hanks in a tilt against the champion record, 2:04, which will net $5,000 to the owner of the mare if she lowers it; on Friday the ten-thousand-dollar Hartford Purse for three-year-olds, on Saturday the 2:12 trot, with six or seven of the fastest in training to start, and on Monday, Labor Day, the three-thousand-dollar 2:14 stake and the three-thousand-dollar 2:20 stake for trotters.

Despite its odd shape, Fleetwood track is as fast as most, and is at all times kept in first-class racing shape.

DOWNFALL OF THE FAVORITES.

Not a Single First Choice Won at the Clifton Races.

The downfall of favorites at Clifton continued yesterday, for not one of the first choices passed the wire a winner. The day at the track was delightful, and although the going was heavy on account of the rain of the preceding night, a brisk wind dried the track on top, and by the time the third race was over it was in fairly good condition.

Starter French made his reappearance and left some of the horses at the post. In the first race May D. was left standing still. This is not the first time that Mr. French has left this mare at the post, and Mr. Dwyer, her owner, feels indignant about it.

After the last race at Clifton yesterday the Executive Committee held an investigation over the fifth race. This was the race which Tom Flynn won, while Lauel and Speculation, the first and second choices, finished respectively next to last. G. W. Newton, who owns Speculation, showed that he had played his own horse and said that he did not like the way Delehanty rode. R. Bradley, to whom Jones is bound out, was of the opinion that Jones, who has always been considered an honest boy, had changed his manner of riding lately. Both boys were suspended indefinitely.

Details of the racing and betting:

FIRST RACE.—Five furlongs. Time—1:05½.

Osric, 108½ pounds, (Clerico,) won by half a length; Miss Aggie, 105, (Yetter,) second by half a length; Mohican, 107, (Brooks,) third. Elmstone, 113½; J. McLaughlin, 111; Gonzales, 112; Trophy, 109, and Frank C., 110, also ran. May D., 108, was left at the post.

Betting.—Against Osric, 3 to 1, even money, and 1 to 2; Miss Aggie, 10 to 1, 4 to 1, and 2 to 1; Mohican, 9 to 5, 8 to 5, and 1 to 3; Elmstone, 4 to 1; J. McLaughlin, 15 to 1; Gonzales, 15 to 1; Trophy, 10 to 1; Frank C., 60 to 1; May D., 10 to 1.

SECOND RACE.—Five furlongs. Time—1:06½.

*War Lord, 95 pounds, (Donohue,) won by a neck; Carrie H., 93, (Brooks,) second by two lengths; Eliza Ann, 99, (C. Johnson,) third. Romeo, 100; Jakie Josephs, 102½; Arabi Pasha, 102; Chamunka, 99; Quartz, 99, and King Joseph, 116½, also ran and finished in the order named. Miranda filly, 104½, was left at the post. *War Lord was disqualified for being short of weight.

Betting.—Against Carrie H., 5 to 1, 2 to 1, and even money; Eliza Ann, 8 to 1, 3 to 1, and 7 to 5; Romeo, 2 to 1, 4 to 5, and 1 to 3; Jakie Josephs, 15 to 1; Arabi Pasha, 30 to 1; Chamunka, 5 to 1; Quartz, 10 to 1; King Joseph, 8 to 1; War Lord, 4 to 1; Miranda filly, 50 to 1.

THIRD RACE.—Three-quarters of a mile. Time—1:19¼.

Marshall, 99 pounds, (Delehanty,) won by two lengths; Tartarian, 104, (J. Daly,) second by a length; Lou Rhett, 94, (Brooks,) third. Clement, 106; Brookdale, 99, and The Pearl, 104½, also ran and finished in the order named.

Betting.—Against Marshall, 5 to 2, 4 to 5, and 1 to 4; Tartarian, 6 to 1, 2 to 1, and even money; Lou Rhett, 4 to 1, 8 to 5, and 3 to 5; Clement, 6 to 5; Brookdale, 15 to 1; The Pearl, 20 to 1.

FOURTH RACE.—Six and a half furlongs. Time—1:26¼.

Remorse, 99 pounds, (Brooks,) won by two lengths; Key West, 107, (F. Doane,) second by a length; Luray, 97, (E. Tribe,) third. Rear Guard, 98, and Airplant, 105, also ran and finished in the order named.

Betting.—Against Remorse, 6 to 1, even money, and 1 to 3; Key West, 6 to 5 and out; Luray, 3 to 1, 4 to 5, and 1 to 3; Rear Guard, 5 to 1; Airplant, 8 to 1.

FIFTH RACE.—One mile. Time—1:45¼.

Tom Flynn, 105 pounds, (J. Daly,) won by a length; Blizzard, 102, (E. Tribe,) second, by ten lengths; Experience, 107, (Stuckey,) third. Laurel, 105, and Speculation, 108, also ran and finished as named.

Betting.—Against Tom Flynn, 4 to 1, 6 to 5 and out; Blizzard, 8 to 1, 2 to 1, and even money; Experience, 7 to 1, 2 to 1, and even money; Laurel, 8 to 1; Speculation, 2 to 1.

SIXTH RACE.—Seven furlongs. Time—1:33¼.

Khaftan, 102 pounds, (N. Hill,) won by three lengths; Wist, 105, (E. Tribe,) second, by half a length; Kerry Gow, 105, (H. Jones,) third. Van Dyke, 102; Carmelite, 100; Don Caster, 107; Marcellus, 102; Larkin, 102; Nockbarren, 106, and Jim Dunn, 105, also ran, and finished in the order named.

Betting.—Against Khaftan, 5 to 2, even money, and 1 to 2; Wist, 8 to 1, 3 to 1, and 7 to 5; Kerry Gow, 6 to 1, 2 to 1, and even money; Van Dyke, 10 to 1; Carmelite, 7 to 1; Don Caster, 8 to 1; Marcellus, 8 to 1; Larkin, 15 to 1; Nockbarren, 15 to 1; Jim Dunn, 10 to 1.

The Card for To-day.

FIRST RACE.—Three-quarters of a mile. St. Hubert, Bob Sutherland, Emblem, and Flatlands, 122 pounds each; G. W. Cook, Noonday, Express, Sorrento, Jim Fagin, and Plaintiff, 119 each; Mamie B. B., 117.

SECOND RACE.—Five furlongs. Jim Corbett, 108 pounds; Miranda, 103; King Joseph, 98; Quartz, 97; Hands Up, 95; Floyd, Sprite, and Williston, 94 each; Chamunka, 93; Pie, Napoleon, and Le Faro, 91 each; Fanny Hill filly, 89.

THIRD RACE.—Six and a half furlongs. Unicorn and Wheeler, 107 pounds each; Industry, 102; Marcellus and Wist, 101 each; Hopeful, 95; Kentucky Lady and Tube Rose, 93 each.

FOURTH RACE.—Five furlongs. Key West, 107 pounds; Skedaddle and Benjamin, 105 each; Clement, Mabel Glenn, and Grey Eagle, 104 each; Fleurette and Berwyn, 102 each; Tringle, Krikina, and Zingara, 100 each.

FIFTH RACE.—Seven furlongs. Double Cross, 108 pounds; Foxford, 106; Larghetto, 102; McCormack, 98; Bess McDuffy, 97; Balbriggan and Gloriana, 93 each; False Ahrens, 88.

SIXTH RACE.—Three-quarters of a mile. Airplant, Harry Alonzo, Canvass, and Jay-Qu-El, 122 pounds each; J. McLaughlin, Jim Dunn, and Rice, 119 each; Upstart, 112.

Winners at Saratoga.

SARATOGA, N. Y., Aug. 24.—Rain began falling at about 11 o'clock last night and still continued this morning, with the prospect of lasting all day. Notwithstanding the storm, and although the track was flooded, the races were run. The reporters and the race track officials were about the only persons on the grand stands. The steeplechase was declared off.

FIRST RACE.—Three-quarters of a mile. Lester, 98 pounds, (Griffin,) 2 to 1, won; White Wings, 101, (Blake,) 2 to 1, second; Duke John, 98, (Neary,) 6 to 1, third. Plenty, Pan Handle, Van Wart, Longard, and Triumph also ran. Time—1:21½.

SECOND RACE.—Five furlongs. Fredericks, 108 pounds, (Ballard,) 3 to 1, won; Ed Kearney, 102, (Thorpe,) 4 to 5, second; Verbia, 110, (R. Doggett,) 6 to 1, third. Fan King, Patrolman, Jim Henry, Blue Garter, Las Vegas, and Rebecca Rowett filly also ran. Time—1:06½.

THIRD RACE.—Three-quarters of a mile. Wampezo, 107 pounds, (Kunze,) 2 to 1, won; Jake Johnson, 112, (Noble,) 4 to 1, second; Fannie Beverly, 99, (Blake,) 2 to 1, third. Alexander, Julia, and Confidence also ran. Time—1:20.

FOURTH RACE.—One mile and a sixteenth. Philora, 102 pounds, (Pitman,) 8 to 1, won; Judge Morrow, 119, (Noble,) even money, second; Riot, 109, (Morris,) 12 to 1, third. Prince of Darkness and St. Anthony also ran. Time—1:54½.

FIFTH RACE.—Seven furlongs. Rey del Mar, 115 pounds, (Morris,) 8 to 5, won; Manhanset, 106, (Moore,) 4 to 1, second; Tar and Tartar, 101, (Pitman,) 5 to 1, third. Ocean H., Lettoon, and Mendicant also ran. Time—1:37.

THE ENTRIES FOR TO-MORROW'S RACES.

FIRST RACE.—Five and a half furlongs. Fred Douglass, 118 pounds; Miss Richmond, 115; Hymn and Buckwa, 110 each; George Beek, 106; St. Pat, 102.

SECOND RACE.—Five furlongs. Fan King, 110 pounds; Elk Knight, 109; Dutch Oven, 98; Melanie, 91; Little Fred, 87.

THIRD RACE.—One mile. Rey del Mar, 126 pounds; Gettysburg, 106; Zaldivar, 104; Lester, 103; Silent, 100; White Wings, 93.

FOURTH RACE.—Five furlongs. Highland, 113 pounds; Henry Young, 110; Sandowne, 103; Patrolman, Ed Kearney, and William T., 90 each.

FIFTH RACE.—Five and a half furlongs. Marmose, 117 pounds; Leigh, 112; Nativity, Triumph, Pan Handle, John Woodcock, and Duke John, 110 each; Carmen, 105; Rebecca Rowett filly, 84.

SIXTH RACE.—Five furlongs. Glenmar, 106 pounds; Issie, 104; Republic, 97; Shenandoah Maid, 95; Panitzen, 94, and Muffineer, 85.

PATERSON'S TEAM BEATEN.

The Staten Island Athletic Club Cricketers Batted Well.

A rather weak team of the Paterson Cricket Club played the first eleven of the Staten Island Athletic Club at West New-Brighton yesterday, and were defeated by 17 runs in a low-scoring game. J. Robertson and J. W. Smallwood were in great form with the leather for Paterson, but their good efforts were surpassed by the work of H. Manley and F. E. H. Webb for the Islanders, who disposed of the New-Jersey men for the small total of 56 runs.

The score:

STATEN ISLAND A. C.

H. W. Dunne, b. Robertson	14
J. L. Douglas, b. Robertson	2
Capt. Jones, b. Smallwood	3
F. W. T. Stiles, c. Smallwood, b. Robertson	1
W. O. Wilkinson, b. Smallwood	4
H. Manley, b. Smallwood	2
A. A. Michell, c. Robertson, b. Smallwood	4
F. E. H. Webb, c. Henshall, b. Robertson	15
A. Richardson, not out	9
H. O. Wilkinson, b. Robertson	0
S. Nichols, run out	11
Byes	6
Leg byes	2
Total	73

PATERSON.

V. Bliss, b. Manley	12
J. W. Smallwood, b. Webb	12
W. McKee, l. b. w., b. Webb	4
G. Hackett c. Richardson, b. Manley	2
T. W. Morfey, b. Manley	0
T. Henshall, b. Webb	1
J. Robertson, b. Webb	6
H. Grimshaw, st. Stiles, b. Manley	2
R. Thomson, c. Dunne, b. Manley	0
J. W. Taylor, run out	0
J. McWhorter, not out	6
Byes	9
Leg byes	2
Total	56

ANOTHER BICYCLE RECORD BROKEN.

Zimmerman Does It This Time in a Mile International Race.

INDIANAPOLIS, Ind., Aug. 24.—But for the wind that came from the west to-day, the conditions for the international tournament given under the direction of the Zigzag Cycling Club of Indianapolis would have been perfect. The track at the State Fair Grounds was hard and smooth as a billiard table. The prizes were valuable, and the attendance, which was from 7,000 to 10,000, was sufficient to inspire the contestants to their best efforts.

There are twelve races on the card, and the card showed from fifteen to sixty entrees in each event. The novice race was the first attraction. It did well as a curtain raiser. It was followed by the half-mile open, in which much interest centered, there being nine starters as follows: Zimmerman, Taylor, Munger, Bode, Steenson, Windle, Meintjes, Johnson, and Murphy. Bode was sent away bad, but cut the bunch before the eighth was reached. There Zimmerman made a spurt and got an apparently strong lead. Going round the turn, Meintjes made a terrific spurt and took the lead. He headed into the stretch almost upright and riding easily, and finished ten feet ahead of Zimmerman. The time of the first quarter was slow, but the last quarter was made in 0:30 2-5.

The event in which chief interest centred was the mile open race for the International Championship Cup, in which the starters were Zimmerman, Bliss, Rhodes, Taylor, Minor, Marmon, Munger, Bode, Crooks, Steenson Warren, Windle, Tyler, Meintjes, Johnson, and Barrett. When the pistol was discharged they were sent away with "Pinkie" Bliss as pacemaker. He went to the eighth in 0:19¼. The time at the quarter was 0:33 3-5, with A. W. Warren of Northford, Conn., slightly ahead. At the half Crooks was in the lead and kept it until the turn was reached, when Barrett set after him.

Coming into the stretch a light-haired man pushed the leaders and by a magnificent burst of speed took the lead. It was Zimmerman. Bliss and Taylor set after him but could not head him and he won, with Taylor second, Bliss third, and Windle fourth. Meintjes finished in sixth place. He had an eighty-inch gear which served him well in the half-mile race with the wind in his favor most of the way, but wore him out in the back stretch against the wind in the mile event.

The time of the race was 2:12¾, breaking the world's competitive record in a scratch race. The record was previously held by G. F. Taylor, who went in 2:15 2-5 at Springfield in September, 1892. The trophy of the victory was a diamond-studded gold championship cup. Zimmerman was received with wild applause, but he modestly refrained from acknowledging it as he retired to his dressing room underneath the stand. Following are the summaries:

One-Mile Novice.—Ingleman first, Turley second, Mahurin third. Time—2:34 3-5.

Half-Mile, Open.—L. S. Meintjes won, A. A. Zimmerman second, J. S. Johnson third. Time—1:15.

2:40 Class, Mile.—E. P. Bell of Zigzag Club won, Charles E. Tudor of Cincinnati second, M. B. Cones of Frankfort third. Time—2:36 2-5.

One-Mile Handicap.—M. F. Durnberge won, J. P. Bliss second, W. A. Rhodes third. Time—2:28.

One Mile, Open for World's Championship Cup.—Thirty-three starters. A. A. Zimmerman won, George F. Taylor second, J. P. Bliss of Chicago third. Time—2:12 4-5. Last Quarter—0:30 3-5.

Two-Mile Handicap.—Twenty-one starters. J. S. Johnson won, A. E. Kennedy of Chicago second, H. R. Steenson third. Time—4:51 2-6.

2:20 Class.—Flying start. Harry Tyler of Highlandville won, George F. Taylor of Boston second, W. W. Windle of New-York third. Time—2:45 4-5.

Quarter Mile, Open.—J. S. Johnson won, Meintjes second, A. W. Warren of Northford, Conn., third. Time—0:33.

Half Mile, Handicap.—A. Warren won; George M. Lazarus, Indianapolis, second; E. P. Rowe third. Time—1:02.

Five Mile, Handicap.—J. P. Bliss, Chicago, won; L. S. Meintjes second, E. C. Bode third. Time—13:16.

Among the Wheelmen.

—Arrangements for the race meet of the Metropolitan Association of Cycling Clubs at Waverly, N. J., on Sept. 16, are being rapidly completed and there is every indication that the meet will be a great success. Among the entries already received are those of A. A. Zimmerman, W. C. Sanger, H. C. Tyler, George F. Taylor, W. W. Windle, G. S. Gary, J. S. Johnston, A. E. Lumsden, W. D. Munger, W. S. Campbell, Paul Grosch, R. Dawson, and W. L. Darmer. The officials will be: Referee—H. E. Raymond; Judges—R. Gentle, Theodore Merseles, Jr., R. R. Chiswell, James Holmes, Jr., C. B. Holmes, M. D., and Charles Daly; Timers—F. P. Prial, Elliott Burriss, Elliott Mason, S. B. Bowman; Announcer—F. W. Burns; Starter—W. M. Perrett; Clerk of Course—W. H. Kirkpatrick.

—The Castle Point Cyclers of Hoboken have arranged the following schedule of runs for the remainder of the season: Sunday, Aug. 27, road races; Sunday, Sept. 3, Asbury Park, (two days run;) Sunday, Sept. 10, picnic run to Staten Island; Saturday, Sept. 16, Waverly, N. J.; Sunday, Sept. 17, West Orange, N. J.; Sunday, Oct. 1, Pompton; Sunday, Oct. 8, five-mile road race; Sunday, Oct. 15, Tottenville, S. I.; Sunday, Oct. 29, Plainfield, N. J. The road officers of the club are: Captain—E. Lange; First Lieutenant—E. Wellenkamp; Second Lieutenant—W. Eicke; Color Bearer—H. Wellenkamp; Bugler—L. Hengstler.

—The conditional licenses which the National Cycling Union is issuing in England are causing much trouble. These are licenses to ride provided the rider does not ride a certain wheel or tire. Such a license was offered to Zimmerman when he was there, and was refused by him. Most men believe that a man who rides a wheel is either an amateur or a professional, and that he cannot be both, notwithstanding National Cycling Union or Class B rules to the contrary.

—At a coming English race meet there is to be a military race. The contestants will be required to ride in uniform, carrying their rifles attached to their machines. After riding a lap they will dismount and fire three rounds of blank ammunition standing, then attach rifle, ride another lap, dismount and fire three rounds kneeling, attach rifle, ride another lap, dismount, and fire three rounds lying down, attach rifle and ride to finish.

—Walter C. Sanger was expelled from the Telegram Bicycle Club of Milwaukee, Wis., which is his home club, last Wednesday evening, for conduct unbecoming a member of the club. Sanger's offense was that he entered in the club races which were held last Saturday and, after being extensively advertised, refused at the last moment to appear, disappointing a crowd of several thousand people.

—On Sunday, Oct. 8, the Castle Point Cyclers will have a five-mile handicap road race over the Englewood-Tenafly course. The club run to the race will start from the clubhouse, 1,210 Washington Street, Hoboken, at 8 A. M. First and time prizes will be given.

—The Castle Point Cyclers will hold a series of club road races over the Englewood-Tenafly course. The events will be quarter mile, half mile, and mile, all scratch. The club run to the races will leave the clubhouse, 1,210 Washington Street, at 8 A. M.

—The police force of Poughkeepsie, N. Y., has a bicycle club with a membership of about twenty-five and with quarters in the police building. It has a racing team of nine men and gave a race meet last month that was very successful.

—L. S. Meintjes is doing very little racing on the circuit, as he cares for only long-distance events. He will try for the ten-mile, twenty-five mile, and one-hour records at Springfield next month. He expects to return to Africa in October.

—Otto Dempke of the New-York Wheelmen has arrived at Shelter Island, having ridden from New-York on his wheel. He went by way of Long Island, and reports the roads as being very sandy.

—One of the best-known and most enthusiastic of English wheelwomen is Mabel Besant, sister of Walter Besant, the novelist. She is said to think nothing of a thirty-mile spin.

—The Hudson County Wheelmen will hold a moonlight run this evening to Coney Island, starting from the clubhouse, 111 Belmont Avenue, Jersey City, at 7 P. M.

—W. S. Maltby will give exhibitions of fancy riding between the races at the meet of the Metropolitan Association of Cycling Clubs at Waverly, N. J., on Sept. 16.

—The Metropolitan Association of Cycling Clubs will hold a meeting this evening at the Columbia, on Union Square.

—Secretary L. M. Case of the New-York Wheelmen will start soon on a wheeling trip to Wilkesbarre, Penn.

—The single lap record on the new Chicago track is 0:40 3-5 and is held by Tuttle. It is almost a 2:01 gait.

Rain Prevented the Trotting.

SPRINGFIELD, Mass., Aug. 24.—The Grand Circuit horses had an idle day at Hampden Park, the blustering storm of last night making the track quite unfit for racing. This afternoon the wind dried up the mud so rapidly that, if there is no more rain, the interrupted programme can be proceeded with to-morrow. The free-for-all race begun Wednesday comes first, then three classes for trotters, including the free-for-all at that gait.

SKIFFS BEAT THE CANOES.

Paul Butler Gave the St. Lawrence Boat a Hard Race Off the Canoe Camp.

CANOE CAMP, KINGSTON, Ontario, Aug. 24.—What promised to be the most interesting event at the canoe meet to-day was the championship skiff race, twelve miles. Seven skiffs and two canoes entered. The skiffs were the Leprechaun, Lavolta, St. Lawrence, Bertha, Bonita, Sunrise, and Akahe. The canoes were Paul Butler's Wasp and David S. Goddard's Bee, both of Lowell, Mass.

Locally the interest centred in the skiffs, but there was general interest in the showing that the canoes would make against the skiffs. The canoes carried 150 square feet of sail each, and the skiffs as high as 600. St. Lawrence River boating men have been loud in their assertions that no canoe could get within sight of a skiff in a race. The canoe men have maintained that, unless the wind were very light, they could beat the skiffs.

At the start the wind was moderately strong, with falling rain. The St. Lawrence got away first, the others following closely, the canoes being last. On the beat to windward Butler outpointed the skiffs, and went through the fleet, getting to the buoy third. On the reach, although blanketed by the enormous sails of the skiffs, he gradually forged ahead, taking first place before the leeward buoy was reached. He gradually widened the gap, spinning along like a fox pursued by hunters. On the last leg of the second round the wind fell almost a flat calm, and the skiffs lined up behind Butler like a board fence, their towering sails shutting off the slight breeze completely. On this leg the Leprechaun passed the St. Lawrence, and turned the home buoy abreast of Butler.

The rest of the race was a drift, the Leprechaun's 600 feet of muslin catching what little air was stirring aloft. The Lavolta's towering rig also felt the upper currents of air, and she passed Butler. All the rest of the skiffs withdrew one by one. When puffs of air came Butler closed rapidly on the leaders, but in the calms he fell astern. The Leprechaun won, with Lavolta second and Butler third. Had the wind held as at the start Butler would have run away with the fleet.

The trophy paddling race, one mile, was hotly contested, particularly at the finish, Darcy Scott of Ottawa winning by a few feet from H. O'Brien of Toronto. Harry Ford of Toronto was third. Mowat and Rothwell of Kingston dropped out during the race.

The hurry-scurry race was won by Vincent Pelletier of Montreal, with O'Brien second.

The gymnastic race was won by George P. Douglass of Newark, N. J.

The election of officers was announced to-night. Irving V. Dorland of Arlington, N. J., is Commodore and George P. Douglass of Newark, N. J., Secretary.

GAME IN ALL BUT NAME.

A Fish that Makes Salt-Water Anglers Happy—The Best Bait.

Weakfish generally arrive in our waters in June, when the "tide runners" or adult spawning fish appear. Their juniors, or "school fish," arrive the beginning of July. The name is a misnomer, for the fish is strong and active, is gamey, furnishing good sport, is toothsome, with an unobtrusive bone structure, and in general make-up and disposition seems to do his best to please. Down South he is called sea trout, and in New-England by his Indian name of squeteague.

As a fish indigenous to our waters the name was taken from the Indians, as also the tautog, quahog, menhaden, porgy, &c. The last was known to the Indians as scuppaug, but the forehanded Rhode Islanders sawed the name in two and appropriated the head, leaving us the tail, and that appears to be the reason why the fish is called scup down East and porgy with ourselves. A distinctive aboriginal name should always be retained, or at least not abandoned for such a misleading appellation as weakfish. Of course, fishes have their weaknesses and imperfections, and so it is with the squeteague. He is a warm-water fish, as northern anglers in Florida have occasion to know, and his constitution is too weak for this climate except in Summer. When kept in a pen, as they sometimes are in large numbers, they disport themselves with their wonted activity until the first cold snap in October or November, and then they turn up and die. The equinoctial storm in this latitude seems to give them a hint, for after it they "school up" and disappear, migrating south with the swallows, but not making such good time.

Another weakness of the weakfish is that his mouth will sometimes tear and release the hook, but that is not so remarkable or distinguishing a peculiarity as to warrant his libelous name. Generally speaking, alive, he develops the proper amount of strength incident to his size, which for a mature fish is from three to four pounds.

The most seductive bait is the bloodworm or whiteworm, an active "squirmer," dug up from the sand beaches of Canarsie, Rockaway, Keyport, and along the coast. And is somewhat like the earthworm in appearance, but has more substance and consistency. Its bite is said to be painful and sometimes difficult of cure. The bloodworm is a patrician among Vermes; he is reserved for the nobler fish—for fancy fishing, in anglers' parlance. His plebeian brother, the sandworm, is found in the same localities, but is set aside for such base groundlings as flukes, flounders, eels, and the like grovelers at the bottom, who take the scornings of their aristocratic brethren higher up in life. The weakfish also yields to the seductions of shedder crabs and shrimps temptingly disposed, but the bloodworm seems to stir his sluggish blood to the rush that is the joy of the angler's heart. He is found occasionally in the upper bay, Owl's Head and Robbin's Reef being favorite places of resort.

In former years his appearance there was regular every recurring season, and afforded almost constant sport. Now, however, the lower bay, owing probably to its less polluted water, appears to afford the greater attraction, the south side of Staten Island especially. At Prince's Bay and other places in that vicinity, boats, bait, tackle, and every facility are afforded fishermen. Jamaica Bay, Barnegat Bay, and Great South Bay also yield ample sport when the fish are present, which they sometimes are in great numbers. The larger portion of New-York's supply of this delicate table fish is obtained from pound nets, in which they are trapped. Sometimes they are also caught in purse nets, one instance being recorded of the enormous take of 22,000 pounds.

News of the Oarsmen.

—The rowing races at the Staten Island Athletic Club's carnival of sports on Labor Day will probably be the most interesting and best-contested events on the programme. In the senior eights, crews are entered from the Dauntless Rowing Club of this city and the Passaic Boat Club of Newark. The Atalanta Boat Club will probably enter a senior crew, but it will not be the one it sent to Chicago, as that has gone out of training. The Passaic crew is generally expected to win, as it defeated the Dauntless eight very easily at the Middle States regatta last month. But the Dauntless's luck is a very uncertain thing and needs to be taken into account. In the intermediate event there are four crews entered, from the Atalanta, Eureka, Institute, and Nonpareil Clubs respectively. The Atalantas are training very hard for this race, and will try to make up for lost honors at Detroit. The Institute eight is going very fast, however, and this race will probably be the event of the day. In the junior eights are crews from the Eurekas and Atalantas. "Eddie" Byrne is coaching the latter, and they are rowing in very good form. They will give the Eurekas a very good race, and the result is not easy to foretell as yet.

—An interesting series of races has been arranged for between the Nyack and Piermont Rowing Associations and the Overpeck Boat Club of Leonia, N. J. A challenge banner is to be procured, to be held by the club which wins two out of three races. The first regatta will be held in the Hudson at Nyack on Labor Day, when the three clubs named will participate in singles, doubles, and four-oared races. The second regatta will be held next year, and it is designed to have the series extend over several years, the banner held by the successful rowers being always open to challenge the following season. Individual prizes will also be offered.

—Among the entries in the Northwestern Pennsylvania regatta at Lake Ariel, near Scranton, to-morrow, are those of Edwin Hedley of Newark, J. J. Ooms of Holland, and William M. Aman of Philadelphia. Ooms is the present Dutch champion, and his work will be watched with interest. The Pennsylvania Barge Club of Philadelphia has made a number of entries.

—The Nonpareil Rowing Club has entered an intermediate eight in the Staten Island regatta on Labor Day. It is made up as follows: J. Miller, bow; George Schneider, No. 2; J. T. Farrally, 3; H. Esray, 4; Charles Kley, 5; J. Boland, 6; J. T. Murphy, 7; E. Nicola, stroke, and George Simpson, coxswain.

—A party from the Wysnoke Boat Club left Sunday for Saugerties, where they are now in camp. They will return next week. Several members of the club rode up on their bicycles Wednesday and joined them.

—The Atalanta Boat Club will enter a senior eight at the Staten Island regatta on Labor Day. The crew has not yet been selected.

—The Dauntless eight is rowing on the Harlem River every evening. "Eddie" Anderson is coaching it.

—Fred R. Fortmeyer will referee the Northwestern Pennsylvania regatta at Lake Ariel to-morrow.

—Durnan will row Corbett, the Chicago sculler, a mile race at Chicago next month, for $500 a side.

News for the Anglers.

—The major portion of the crab supply comes from Chesapeake Bay. Its expansive waters teem with the little crustacean, and the overfished bays and creeks in this vicinity furnish but a small fraction of the total receipts.

—The fickle and fastidious sea bass does not of late appear to take to "shedders" as bait. Only the bloodworm seems to stimulate his jaded palate.

—Reports from Barnegat Bay are to the effect that weakfish have made their appearance in considerable number since the beginning of the week.

—On Eugene Blackford's stand in Fulton Market there reposed yesterday the lifeless form of a thirty-and-a-half-pound striped bass.

Minor Sporting Matters.

—The New-Jersey Amusement Company has arranged another one of their popular boxing entertainments, to be held Sept. 5. On this occasion, however, Bob Fitzsimmons, champion middleweight of the world, will undertake to knock Jack Hickey out in four rounds. Jim Burge, the "iron man," will meet Mike Leonard, Brooklyn's pet pugilist, in a four-round bout. Con Riordan will meet Val Flood, the Australian vegetarian, in four rounds. Paddy Gormen and Arthur Walker will try conclusions in a six-round bout. The show will be wound up with a ten-round "go" between two local scrappers, Jack Handler and Harry Levy.

—The Boston Athletic Association will hold its open meeting on Holmes Field, Cambridge, to-morrow. More than 225 entries have been made, among them being the following from New-York: Jim Mitchell, the weight thrower; E. J. Giannini, Schwegler, the hurdler; T. Shearman, the walker; Goff, the all-round man; S. Liebgold, the walker; Lloyd Collis, the walker, and Richards, the Yale sprinter. It will be the biggest set of outdoor games ever given in New-England. All the best men of New-England are entered. One of the features will be a team race, in which the New-York Athletic Club has a team entered.

—The Ballston Hunt Club has issued a programme of meets for September. It is as follows: Saturday, Sept. 2, Collameds Four Corners; Monday, 4th, County House; Wednesday, 6th, Morning Kill Ridge; Saturday, 9th, McCreedy's Farm; Monday, 11th, Gervin's; Wednesday, 13th, V Corners, south of Ballston; Saturday, 16th, Crum's Four Corners; Monday, 18th, Levisee's Woods; Wednesday, 20th, Ballston Centre House.

—The amateur swimming championships of the United States will be decided at Chicago Wednesday, Sept. 13. Following are the events to be decided: 100 yards, 440 yards, 880 yards, and one mile. Entries close with J. E. Sullivan, Post Office Box 611, New-York City, Sept. 4.

—W. O'Keefe, the ten-mile champion, and A. J. Walsh, the mile champion of the Xaviers, have entered for the international four-mile race of the New-Jersey Athletic Club, to be decided on Labor Day.

—R. B. Baldry, the English athlete, has arrived in this country and is training for the Chicago meeting. He will run in the half-mile race and wear the colors of the London Athletic Club.

—The final contests for the hurling championships are being watched closely by followers of Gaelic sports. The Wolf Tones and Irish Americans will play at Ridgewood next Sunday.

—F. E. Bacon, the British one-mile champion runner, will compete in the Chicago games next month. He won the mile championship this year easily in 4:22 2-5.

—The Syracuse Athletic Association will hold a series of races on the State fair grounds track on Labor Day. All amateurs are invited to compete.

—Dan Carey, the crack weight thrower of Ireland, is to compete at the world's championship meeting at Chicago.

RACING AT MONMOUTH ENDED.

Attempts to Prove the Meeting a Harmonious and Successful One.

At last the long-drawn-out meeting of the Monmouth Park Racing Association is ended. The fact is one that every lover of racing rejoices over. Messrs. Walcott, Morris, and Appleby will retire to obscurity for a time. With them will probably go the little games that have been run for the last forty-six days at Monmouth Park. For two weeks to come at least the conditions of races will not all be made with a view of accommodating the horses in the stable of M. F. Dwyer. Other horse owners will be given a chance, for the racers will now go to Sheepshead Bay and to-morrow the Fall meeting of the Coney Island Jockey Club will be begun.

There was probably not a person at the track yesterday but was glad that the racing at Monmouth was ended, with possibly the single exception of A. F. Walcott, President of the Association, who will now be deprived of the pleasure of posing as presiding genius of the gambling outfit at Monmouth for a year at least. Louisiana Lottery John Morris was not there to see the death and burial of the racing season of 1893. Nor was P. J. Dwyer, Treasurer of the association, who left the grounds on a huff on Saturday last and has not been near them since. From Saratoga he sends word, however, through the two organs of the association that "John Morris is still his closest, dearest, and most intimate friend," that he wouldn't quarrel with him for anything in the world, that he never has quarreled with him, and that he practically worships the ground he treads on, just as do Richard Croker and M. F. Dwyer, according to the reports published in their paper.

For some reason or other these men have suddenly discovered that there was never so successful a racing season held in the world as that just closed at Monmouth Park; never one so skillfully and successfully managed, never one that made so much money, never one at which every one was so thoroughly satisfied, never one in which there has been so much brotherly love shown among the Managers, and never one where the racing was so honest and the public so thoroughly delighted with it as at this.

That is the sort of stuff that the management of the track are having printed in the columns of the papers they can control, either by the employment of a reporter as a judge, by the direct payment of a subsidy, or through the personal direction of the stockholders of a paper. It looks well in type, sounds well when read aloud, but makes people who have been to the races smile when they hear it. They know better.

The amount of brotherly love displayed by the managers of the track when one of them is in Nantucket, another in Saratoga, and the other three separated by the distances between the clubhouse, the judges' stand, and the betting ring, so that they cannot possibly get near one another, is something that is very pretty to hear about.

Bookmakers and bettors alike bid farewell to Monmouth Park with feelings that are anything but regretful. That there may never be another meeting like it is the earnest wish of every lover of racing. It is also the hope of every stockholder in the Monmouth Park track.

End of an Unsatisfactory Meeting.

From the Evening Post, Aug. 24.

This is the closing day at Monmouth Park, and very few people outside of the management will be found to regret it. Never before since the track was built have there been so many mistakes, and never has there been so much dissatisfaction with the racing. The change of scene to Sheepshead Bay will be welcomed by all lovers of horse racing, and those who have been obliged to take the long journey will welcome the short trip to the Coney Island track. Then, too, the programme may be expected to be better, for the conditions will not savor of a great deal of favor for certain horse owners, and the consequence will be that more horses will go to the post in each contest. The Coney Island Jockey Club did a wise thing yesterday when it concluded not to take up the quarrel of the Monmouth Association with the newspapers, for that was the beginning of the dissatisfaction with the meeting now closing. What the outcome of the decision of the Coney Island Club will be is doubtful, but it is evident that it is not in accord with the Board of Control, and that the breaking up of the latter body is a possibility.

For Baseball News see Page 10.

TELEGRAPHIC BREVITIES.

—The forty-nine Japanese who were refused a landing at San Francisco Tuesday from the steamer Walla Walla have been sent back to Victoria, B. C., on the same vessel. It has been ascertained that they were only a portion of a large number of Japanese who are attempting to land illegally in the United States.

—In the trial at San Francisco of Actor M. B. Curtis for the murder of Policeman Grant, Joseph Holt, the Treasurer of the Tivoli Theatre, identified a pistol found near Grant's body as one which was brought to him a few days before Grant's death by a theatre employe, who saw it drop out of Curtis's pocket.

—At a crossing between Lexington and West Alexandria, Ohio, on the Cincinnati, Jackson and Mackinac Railroad, Mrs. William Hapner and her daughter, seventeen years old, were struck by a train and instantly killed. A girl, three years old, was seriously injured.

—Orrin Bryant, who claims to be the inventor of many of the devices used in the manufacture of the radiators turned out by the Pierce Steam Heating Company, has brought suit against that company at Buffalo for $50,000 damages for failure to pay him the royalty agreed upon.

—Indications multiply that there will be trouble on the Louisville and Nashville Road unless the road recedes from its announcement of a cut in wages. The Nashville and Chattanooga employes are more favorably inclined to accept the reduction.

—Charles Beningjoint, Cashier of the Chesapeake and Ohio and the Louisville and Nashville Railways in Covington, Ky., has been mysteriously absent since last Monday. His family and friends know of no cause for his absence.

—Victor White, a commission merchant of Chicago, who had been visiting his brother-in-law, H. Tyoler of St. Louis, Mich., shot himself Wednesday, death resulting instantly. No cause was given for the deed.

—Abraham Fetters of Upper Uwchland, Penn., the owner of six fine farms and a Director of the Phœnixville National Bank, hanged himself in his barn yesterday. Insomnia was the cause.

—Shots were fired at Detective J. T. Clippinger Tuesday night at Alliance, Ohio, by a mob without hitting him. He had been making arrests for violation of the prohibition ordinance.

—The French Canadian Convention at Chicago has decided to form an organization for the benefit of American French Canadians similar to the Catholic Order of Foresters.

—Four of the heirs to the $3,000,000 left by the late Norman W. Kitson of St. Paul reiterate the claim that the St. Paul Trust Company is wrecking the estate.

—Deputy Sheriff T. A. Cunningham, formerly a well-known revenue officer, has been killed in McDowell County, West Va., by Eugene Robinson, a desperado.

—D. A. Craige, a contractor on the railroad being built from Galeton to Austin, Penn., was robbed Wednesday night of $11,000. His safe was blown open.

—The eighteenth annual meeting of the New-York State Stenographers' Association began at Niagara Falls yesterday. It will continue through to-day.

The Turf.

"HULDA,"
The unbeaten California aspirant to the Trotting Throne,
driven by the Talleyrand of the Turf, Orrin Hickok, trots on Monday, Sept. 4, at
FLEETWOOD PARK,
Aug. 29, 30, 31; Sept. 1, 2, and 4.

The "Cracker Jacks"
all come together
in the
Greatest Free-for-all
on record,
FLEETWOOD PARK, Tuesday, Aug. 29.
3 Great Events that day.

CONEY ISLAND JOCKEY CLUB.
AUTUMN MEETING 1893.
COMMENCING SATURDAY, AUG. 26.
CONTINUING TO SATURDAY, SEPT. 9.
FIRST RACE AT 2:30 P. M.
FUTURITY DAY, TUESDAY, AUG. 29.
Trains from East 34th St. Ferry and boats from foot of Whitehall St. every half hour.
BADGES sold at FERRY TICKET OFFICES and at TRACK.

CLIFTON, N. J., RACES
EVERY WEEK DAY AT 2:30 P. M.
Grand stand, $1. Ladies, 50c.
Special trains leave foot of Chambers St., New-York, at 12:30, 1:15, and 1:45 P. M., and foot West 23d St. at 12:25, 1:10, and 1:40 P. M.
C. V. SASS, Sec'y. G. H. ENGEMAN, Pres't.

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AMUSEMENTS THIS EVENING.

ACADEMY OF MUSIC, 14th St. and Irving Place—8:00—Black Crook.
AMERICAN THEATRE, 42d, 41st St. and 8th Av.—8:00—The Prodigal Daughter — Roof Garden.
BROADWAY, Broadway and 41st St.—8:00—Panjandrum.
CASINO ROOF GARDEN, Broadway and 39th St.—8:00—Vaudeville.
DALY'S, Broadway and 30th St.—8:30—L'Enfant Prodigue.
EDEN MUSEE, 23d St., near 6th Av.—Day and evening—Vaudeville—Waxworks.
ELDORADO, Palisades, opposite 42d St.—5:00—Balloon Ascension. 8:30—King Solomon.
EMPIRE, Broadway and 40th St.—8:15—Liberty Hall.
GARDEN, Madison Av. and 27th St.—8:30—Vaudeville.
GRAND OPERA, 23d St. and 8th Av.—8:00—The Span of Life.
IMPERIAL MUSIC HALL, Broadway and 29th St.—8:00—Variety.
KOSTER & BIAL'S, 23d St. and 6th Av.—8:00—Vaudeville.
LYCEUM, 4th Av. and 23d St.—8:15—Captain Lettarblair.
MADISON SQUARE, 24th St., near Broadway—8:30—The New South.
MADISON SQUARE ROOF GARDEN AND TOWER, Madison Av. and 26th St.—8:00—Vaudeville.
MANHATTAN BEACH, Coney Island—Afternoon and evening—Concert—Fireworks.
NATIONAL ACADEMY OF DESIGN, 23d St. and 4th Av.—9:00 A. M. to 6:00 P. M.—Art Exhibition.
POLO GROUNDS, 155th St. and 8th Av.—4:00—Pittsburg vs. New-York.
STAR, Broadway and 13th St.—8:15.—The Player.

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The New-York Times.

TEN PAGES.

NEW-YORK, FRIDAY, AUG. 25, 1893.

The Weather Bureau report indicates for to-day, in this city, fair weather.

Senator LODGE of Massachusetts has introduced a bill to regulate the appointment of fourth-class Postmasters, which, we assume, is substantially the one introduced in the House in the last Congress. It is significant that this question is to be brought to the attention of Congress and to be put in a way of some sensible settlement. The present Administration has made a marked advance over the practice of the last four years, and, for that matter, over the practice during Mr. CLEVELAND'S first term. But in the nature of the situation, it is an advance in degree rather than in principle. It is by Congress only that these offices can be permanently taken out of partisan politics, as they ought to be, both for the good of the service and for the removal of a most demoralizing and corrupting influence from politics. It is difficult to say in which direction the advantage would be the greater, but it is not easy to exaggerate the need of reform in either direction.

The meeting of delegates from the commercial bodies of all kinds in Washington next week will be timely. The House is now pretty sure to have done its work, and in a direct, simple, conclusive, and businesslike manner. No other work of any consequence will be taken up by the House, and public attention will be concentrated upon the Senate. It will be an excellent thing for the Senate to have, in the national capital, a convention of practical business men from all parts of the United States, who can express in plain terms the sentiment of the business community and the reasons for it. The grave and reverend gentlemen who imagine that the demand for sound currency comes from a small class of wealthy men who want to grind the faces of their debtors may find it instructive to spend a few hours in the convention. They will find that the demand comes from all those who wish to make a decent living by honest trade, and who are debtors and creditors both.

If the plan for a new elevated railroad, proposed by Mr. BUSHE, is to be treated as seriously intended to solve the rapid-transit problem for the west side and the far up-town section, there are some obvious objections to it. Church Street, through the crowded dry goods district, is too narrow a thoroughfare to make an elevated railroad through it desirable. It would be less objectionable on West Street and Seventh Avenue, and it might be tolerated on Broadway above Forty-fifth Street, but to have practically the whole length of the Boulevard disfigured by such a structure would be too bad. Besides, the desired degree of speed for a new and independent system cannot be obtained by the present style of elevated road. If the franchise should be offered for sale, the Manhattan Company would be most likely to be the successful bidder, unless it should be ruled out altogether, and its monopoly would be strengthened. The best hope for real rapid transit is still in a central underground line, branching to the east and west sides at Union Square, and in municipal construction, if private capital cannot be induced to embark in such an enterprise.

The Iowa Democrats have started well in their State canvass. It gave them a great advantage to induce Gov. BOIES to accept a renomination, for he has the prestige, not only of past victory, but of an excellent record as Governor for two terms. The party put itself substantially right on the silver question by demanding the "immediate repeal" of the purchase clause of the act of 1890. It adopted the declaration of the national platform regarding the future currency policy of the Government, but adjustment of the relations of gold and silver "through international agreement, or by such safeguards of legislation as will insure the maintenance of the parity of the two metals," necessarily implies that that process will require time. "Immediate repeal" means, therefore, unconditional repeal, so far as action at the present session of Congress is concerned. This is according to the pledge of the Democratic Party in its national platform.

When politics and business get mixed and commingled, nobody can foretell the showing election day will make. Our Republican friends think this is a good year for them. Perhaps they are right, but they have much to overcome. Still, it is not a year in which Democrats can safely trust their fortunes to discredited leaders or vulnerable candidates.

The law forbidding the importation of laborers under contract should be enforced at all times, and with special care now, when so many resident workingmen are out of employment. It is reported by the immigration authorities that more attempts to violate and evade it have been made recently than at any time heretofore. On Wednesday eighty-two immigants who had come under contract were started on their way back to Europe. Many of these had been passengers on the detained *Karamania*, which brought cholera into the harbor. It is difficult to detect those who violate the law, and therefore it is probable that the number of contract laborers who are admitted exceeds the number of those who are excluded. The engagements affecting those who have recently been sent back to Europe were made before the prevailing monetary stringency had increased the supply of unemployed men.

"SIDE-TRACK" IT.

The Senators who are wasting the time of the Senate in miscellaneous talk about a lot of amendments to Mr. VOORHEES'S bill for the increase of bank circulation get no comfort from the Chairman of the Finance Committee. On Tuesday, when there was a rambling but pretty sharp debate on the order of business, Mr. VOORHEES announced:

"I give notice now that, if the bank question is to be made the pretext for long debate and delay, I shall ask the Senate to side-track it for the purpose of considering and acting upon the bill proposing to repeal the Sherman act, which is the reason why we were convoked here on this extraordinary occasion. We had better be frank with each other and understand the situation. * * * While I much desire the passage of a bill giving banks the right to increase circulation, there may come a time, it occurs to me, when it is made the pretext of delay, and I shall move to side-track it, if I may use such an expression here, for the purpose of going at once to the heart of the situation and considering and acting upon the matter that brought us here at this time."

The Senate took up the Bank Circulation bill and occupied the rest of the session discussing Mr. COCKRELL'S amendment to "pay" the $25,000,000 of the funded loan of 1891 in a new issue of greenbacks. We regret to say that the more Mr. COCKRELL talks about this amendment the less evidence he leaves that it is offered in good faith or that it is anything but a shallow device to try to put the national banks in a false position and a contrivance to allow Mr. COCKRELL to express his deep but narrow spite against the banks and all who are interested in them or believe them to be sound and useful institutions. He has been forced to acknowledge over and again that under his amendment there would be no addition to the currency. Some $21,000,000 of those bonds are already held as security for notes to the amount of about $19,000,000. Under the Voorhees bill the remaining $2,000,000 could be taken out at once. Under Mr. COCKRELL'S amendment, with another which he has announced, the $19,000,000 would have to be surrendered and then the banks would have to give up their bonds to get the face value with accrued interest in legal tenders. In other words, he would impose a fine of half a million a year to compel the banks to take out new greenbacks. If they will not submit to that, they would lose the circulation they have. This is not finance. It is sheer childish spite, and is unworthy of a Senator of Mr. COCKRELL'S ability.

As Mr. ALLISON very clearly pointed out, underneath this scheme of Senator COCKRELL'S is, besides the petty feeling to which we have referred, the desire to get a vote in the Senate on the question of a new issue of greenbacks and to catch a few votes in favor of such an issue by a pretense that it will in some way relieve the financial stringency. Of course it would do nothing of the kind. It would simply increase the demand notes of the Government payable in gold. What Mr. COCKRELL and the men like him wish is, if possible, to make a precedent in the Senate for such an issue, and if they cannot do that to get as respectable a vote as possible in favor of it. That is a much more serious matter than any question of two or three millions addition to the currency or any question of how such addition would affect the banks which may hold the 2 per cent. bonds. A new issue of greenbacks at the present time under any circumstances and on any pretext whatever would be a mischievous and dangerous thing. It would also be a peculiarly absurd and ridiculous thing, and ought not even to be discussed seriously. What makes the Sherman law a threat to the stability of the currency is that it increases the demand notes of the Government and gives in return only silver bullion. But a new issue of greenbacks would increase the demand notes without even the poor security of silver bullion back of them. That would be a queer way to restore confidence in the purpose and ability of the United States to maintain the payment in gold of all its obligations. The sooner the Senate puts on one side this mingled folly and duplicity of the clever Senator from Missouri the better it will be for the country. It is time, in the words of Mr. VOORHEES, to "side-track" it.

ACCORDING TO PRECEDENT.

There is no sign in the vote on the question of seating Mr. LEE MANTLE as a Senator from Montana that it was in the least affected by the attitude of the "appointed Senators" on the silver question, as it certainly ought not to be. The real question to be settled was too important to have it made a makeweight in any matter of legislation. Either the States of Montana, Wyoming, and Washington are entitled to two Senators each, in spite of the failure of the Legislatures to elect, or they are not, and the question ought to be so determined as to set it at rest once for all. How the Senators would stand on any public matter is irrelevant to the question of their title to seats. Among those who voted against the right of Governors to appoint Senators simply because Legislatures have failed to elect them were such "silver men" as MILLS of Texas, PEFFER of Kansas, RANSOM and VANCE of North Carolina, and VEST of Missouri, and among those who sustained that right were such opponents of free coinage as CAMERON of Pennsylvania, FRYE of Maine, HAWLEY of Connecticut, and HOAR and LODGE of Massachusetts. The vote was as far from following the party line as the cleavage on the silver question.

The question of seating MANTLE and the appointees from Washington and Wyoming admits of plausible arguments on both sides, but the precedents are all against it, and the principle has been heretofore regarded as established. Every decision in its support will strengthen it and make it less likely to be brought in question hereafter. That principle is that Senators must be elected for regular terms by the Legislature last chosen before the expiration of the previous term, or the vacancy must continue until such election is made. The power of a Governor to appoint "temporarily," if vacancies "happen" by death, resignation, or "otherwise," during the recess of the Legislature, does not imply authority to appoint on the expiration of terms if a Legislature refuses or fails to perform its constitutional duty.

The first precedent occurred in 1794, when a Senator was appointed from Delaware to fill a vacancy caused by resignation when there had been a session of the Legislature between the resignation and the appointment. He was excluded by a vote of 20 to 7, solely on the ground that the Legislature had had an opportunity to elect, and it was not a vacancy that the Governor could fill. Dead-locks have occurred over and over again since then, resulting in failure to elect Senators. Generally no question has been made of the necessity of allowing the vacancies to exist until the Legislatures met again and performed their duty, and Governors have not assumed any right to appoint. Twice, however, in the days before the war—once in Maine and once in Connecticut—the right was assumed, but the appointed Senators were not admitted. The principle was regarded as settled, and was never questioned afterward until the present cases came up.

It was not questioned in 1879 when BELL of New-Hampshire was seated, but was admitted by those who supported his claim on grounds of equity, since the Legislature which ought to have elected failed to do so because advised that the Legislature next to be elected was the proper one to perform that duty. In New-Hampshire an awkward break was made by a Legislature elected in November not meeting until June in the following year, but since the Bell case the matter is adjusted under the new Constitution, and Senators are chosen before their terms begin.

The Lee Mantle case has been decided strictly according to precedent, and hereafter it should be understood that any Legislature must elect a Senator at the session preceding the expiration of a term or the State will lack the equal representation in the Senate to which it is entitled. The legislators cannot by their quarrels shift the duty upon the Governor, or by any sort of political game secure the choice of a man through the Executive, who could not get his election from the Legislature.

THACHER AND THE PIANOMAKERS.

It is rather amusing, among the various discomfitures of our absurd friend, Mr. JOHN BOYD THACHER, to remark that he has come back to find fresh trouble in a controversy that he thought he had settled early last Winter, and that, in fact, first brought him before the public as an absurd person. That was his controversy with the pianomakers. When Mr. THACHER first announced his ridiculous "system" of awards, everybody concerned said that it was ridiculous, but the only people who actively protested were the pianomakers. That was natural enough. There is no other art or mystery in which *prestige* is more valuable than in the art and mystery of pianomaking, and the conferring of *prestige* is, to the pianomaker, the whole end and aim of a world's fair. There was, evidently to the pianomakers, no *prestige* to be got out of Mr. THACHER'S system for them. Accordingly, nearly all the pianomakers who had any reputation to lose announced at the time that they would not exhibit at Chicago. This left the field clear to those pianomakers who had reputations altogether to gain. They staid in with great enthusiasm, and their adhesion did much to comfort Mr. THACHER, who was much in need of comfort in those dark days.

A good many things have happened since. The excellent Chairman of the Committee of Awards stuck to his system till it was plain that it could be stuck to no longer. Even after that he would have stuck to it. No weight of evidence has any effect on his singularly constituted mind when it is taken possession of by a fixed idea. It was not until his fixed idea had inflicted serious injury upon the fair, and had gone nigh to ruin it, that his colleagues interfered to restrain him. It was already, in some important respects, too late, insomuch that the other day we saw the singular spectacle of a long list of awards for sculpture, when everybody who knew anything about it saw that the French sculpture, which had been withdrawn from the competition, was of greater artistic value than all the sculpture put together which had been left in the competition, and for which the awards were given.

But it might at least have been expected that the "loyal pianomakers," as they called themselves when one of them undertook to prevent PADEREWSKI from playing the instrument of his choice, would remain loyal to the end. It seemed that they had already been "needed" by Mr. THACHER, and that those of them who would stand his performances of last Winter would stand anything. But it seems that it is not so. Some of the loyal pianomakers had the bad taste to object to one of Mr. THACHER'S jurors upon the ground that he had already given a certificate of excellence to another of the loyal pianomakers. The course of the excellent THACHER, even after he had been partially suppressed by his colleagues, had been such as to induce a number of the exhibitors of pianos to placard their exhibits "for exhibition only." One of them asserts that he could have secured the award he desired for $10,000, and that another and still "loyal" exhibitor had paid $5,000 to secure a satisfactory result. The question is whether, in the existing condition of the astonishing system of awards, any prudent man of business would be justified in paying even $5,000 for any award that the Columbian Exposition could confer upon him.

TO PREVENT IMMIGRATION.

There are two excellent reasons why immigration at this time and for the remainder of the year should be discouraged and, if possible, prevented by all the measures that can be taken by the Government under the authority of existing laws. One is that the interests of wage earners in this country, as well as the interests of foreign laborers who intend or desire to cross the Atlantic, demand that the number of workingmen here shall not be increased by importation from abroad. Everybody knows that there is not work enough here now for those who have been employed, and that the incoming stream of immigrants simply adds to the number of those who are out of work. Another reason is that the countries from which about half of the immigrants received in the last six months have come are infected with Asiatic cholera, and that only by the greatest diligence on the part of our sanitary agents at foreign ports and our quarantine authorities on this side of the Atlantic has the communication of infection been prevented.

The first reason has force with respect to all immigration, whether from infected countries or from those in which cholera has not appeared. The second is sufficient to warrant the effective discouragement of immigration from nearly all of the countries of Continental Europe, and it gains force when we reflect that the immigrants from the infected countries are those who are the least desirable at any time of all such additions to our population. It is from these countries that the number of immigrants was increasing up to the time when the movement from Italy was checked by our sanitary authorities. This is shown by the following table:

	June, 1893.	June, 1892.	Half Year, 1893.	Half Year, 1892.
Russia (except Poland)	9,260	8,347	28,968	37,578
Italy	10,176	7,175	54,236	42,090
Hungary	4,687	4,233	16,476	25,658
Other Austria	5,566	4,470	20,823	20,127

It will be seen that although the entire number of immigrants received for the year ending on June 30 last was less by 120,000 than the number arriving in the preceding twelve months, in June there was a decided increase in the number from Russia, Italy, Hungary, and Austria over the number of those who came in the corresponding month of last year. The figures for the two half years further emphasize this recent increase. It may be added that the number arriving from these countries in June last was nearly half of the entire number of immigrants in that month, while in the corresponding month of last year the same countries supplied only a little more than one-third of the total. On the other hand, the number arriving from Germany was less by about 30 per cent. both for the month and for the half year, and there was a decrease for the month in the number of immigrants from England, Ireland, Sweden, and Norway.

While immigration from all European countries ought to be checked, at a time when more than 500,000 persons who had been employed steadily until a few weeks ago are out of work and many thousands more are working only half time, the prevention of immigration from Russia, Hungary, Austria, and Italy is greatly to be desired, because it would not only shut out the possible carriers of infection, but at the same time exclude immigrants of the least desirable and very worst class—immigrants whose habits are repulsive, whose ignorance is peculiarly dense, who are incapable of comprehending our system of government, and whose characteristics may be studied at the Anarchist meetings on the east side in this city.

We believe that it is the duty of the Federal authorities now to discourage immigration from any country in Europe in all lawful ways. In those countries where cholera does not prevail measures might well be taken to enlighten persons intending to emigrate concerning the condition of the labor market here at this time. It is not probable that the agents of the steamship companies will do this work. Our Consuls at the prominent ports and other towns might try to do it. With respect to the countries where cholera prevails, and where a great majority of those who intend to emigrate are persons who would be undesirable additions to our population at any time, the Federal sanitary authorities would be justified in imposing at ports of departure the most rigid restrictions that the statutes will permit. Indeed, it seems to us that it is their duty to do this. They have done it at Naples. Why should they not do it at Rotterdam and Antwerp and even at Hamburg? There is cholera at Antwerp and Rotterdam, and while the disease has not appeared at Hamburg the Sanitary Inspector there reports that it is impossible now at that port to ascertain from what places the emigrants come who take ship there. In the past Hamburg has been the port of departure for a majority of the emigrants from Russia and some other places now infected.

We are confident that no considerable number of persons in this country will complain if the sanitary laws shall be so severely enforced—within the possible limits of the statutes—that immigration from continental ports will be practically suspended for the remainder of the year, and if effective warning shall be given by authority at other European ports that for the present persons intending to emigrate will best serve their own interests by remaining at home.

SEA DUTY FOR NAVAL RESERVES.

The criticisms of the First Naval Battalion of this city which have emanated from the Navy Department are, perhaps, a little too severe. It has been insinuated that the young gentlemen of our naval militia are too satin-skinned to endure the hardships of an actual cruise aboard a man-of-war and that they are fonder of social functions than of actual duty. If this were really the case, the organization would deserve nothing but ridicule. But in its brief career of two years the Naval Battalion has certainly shown a most commendable readiness to perform disagreeable duty.

Last year the men took the old receiving ship *New-Hampshire*, fitted her out in a most incomplete manner in six days, and spent a week aboard of her, going daily to war ships for instruction. It is inconceivable that they could have met with any added discomfort in a cruise at sea except the rolling of the ship. As most of them are seasoned yachtsmen, they would not be likely to mind that. Again, when called out by Gov. FLOWER to aid in quelling the cholera disturbances at Fire Island these satin-skinned young gentlemen spent an extremely nasty night at sea and slept in six inches of water without complaining. That the battalion is an organization of gentlemen is hardly good ground for supposing that its members will not work. The same accusation might be brought against the Seventh Regiment, but the records of the State camp would demolish it.

If Commander MILLER was averse to sending his men to sea this year, it was probably because the battalion could not be taken bodily on one ship and exercised as a ship's company under the command of its own officers. It appears, from the programme of the cruise about to begin, that the commanding officer of the reserves has been especially desirous of accomplishing this. If a war vessel could be provided which would take the First Naval Battalion to sea in a body and permit its own officers to retain control of their men, we have no doubt that the organization would be outside of Sandy Hook all next week instead of inside of Cold Spring Harbor Light.

Fortunately the wishes of the Navy Department, which are undeniably wise and directed toward the highest efficiency of the Naval Reserves, and those of the battalion's officers are likely to be reconciled by the plan proposed by Assistant Secretary MCADOO. It is to be hoped that this plan will be carried out next Summer. If a man-of-war, provided with a very small crew of regulars, simply large enough to take care of her at anchor, be detailed to take the various Naval Reserve organizations along the coast to sea in turn, our own First Battalion will certainly be ready to perform its tour of duty. The proposed plan is far better than any yet devised for the instruction of the naval militia, and we believe that the officers of the reserves will be as quick to perceive that fact as any one in the navy.

AT THE HOTELS.

—Count Arco of Vienna is at the Belvedere.

—William Dudley Foulke of Richmond, Ind., is at the Waldorf.

—Congressman Francis G. Newlands of Nevada is at the Holland.

—Ex-Congressman F. G. Niedringhaus of St. Louis is at the Murray Hill.

—C. H. Benedict, United States Consul at Cape Town, Africa, is at the Astor.

—Congressman William J. Bryan of Nebraska and Gen. A. J. Warner of Ohio are at the Hoffman.

—Senator George F. Hoar of Massachusetts, ex-Senator Frank Hiscock of Syracuse, and Stevenson Burke of Cleveland are at the Fifth Avenue.

Against the Home Rule Bill.

LONDON, Aug. 24.—A Unionist meeting was held at Otley, in the West Riding of Yorkshire, to-day, at which the Duke of Devonshire was the principal speaker. He arraigned the Government for attempting to pass the Home Rule bill, and said that he would shortly be obliged to ask the House of Lords to reject that measure. He would then advance three reasons for throwing out the bill.

The first of these was that the measure was irremediably bad in its principles and in its details; the second was that the bill had not undergone the discussion which its importance demanded, and the third was that it was not known whether the principle and the details involved would commend themselves to the electors. The Duke added that the House of Lords must refuse to pass the bill until it had been remitted to the calm and deliberate opinion of the nation.

Will Resume with Capital Doubled.

WHEELING, West Va., Aug. 24.—The Exchange Bank of this city, which suspended three weeks ago owing to the stringency of the money market, will resume operations about Sept. 15. A meeting of the stockholders has been called, at which it is expected the capital stock will be doubled.

Affairs of the bank have been found to be in excellent condition, and there is no doubt about its resuming business.

Secretary Lamont Gone to Gray Gables.

Secretary of War Lamont was at the Victoria Hotel yesterday. He left last night for Gray Gables to see President Cleveland. He said he had just received a letter from Mr. Cleveland in which the President said that he, Mrs. Cleveland, and little Ruth were well. Col. Lamont did not know when Mr. Cleveland would return to Washington.

DELIGHTED WITH NEW-YORK

GERMANY'S AMBASSADOR VISITS ITS BUSY STREETS.

Baron von Saurma-Jeltsh's First Visit to the United States—He Takes a Look at the Stock Exchange and Visits the Post Office—Impressed by the Buildings in Broadway—Soon to Visit the World's Fair—The Baron Thinks the Sherman Law Should Be Repealed.

Baron von Saurma-Jeltsh, the first German Ambassador to this country, accompanied by his daughter, the Baroness Saurma, and her companion, Miss von Erckart, and by Baron Ketteler, Counselor and First Secretary to the German Embassy, paid a visit down town yesterday morning.

The party walked from the Hotel Cambridge to the Thirty-third Street station of the Sixth Avenue elevated railway and journeyed down to Rector Street. After paying a visit to the gallery of the Stock Exchange, where some of the brokers recognized the distinguished visitors and paid their respects in the customary manner, the party walked up Broadway to the Post Office, an inspection of the working of the various departments affording them much pleasure. A Broadway cable car was then boarded and luncheon was had at the Cambridge.

A reporter of THE NEW-YORK TIMES was courteously received by Baron von Saurma. The Ambassador said Baron Ketteler would express his views for him in better English than he at present could command.

"First of all you can say," said Baron Ketteler, "that this is his Excellency's first visit to this country, although, with the exception of Washington, he has served his country in various capacities in all the leading diplomatic centres of Europe.

"He and his daughter and companion were astonished while down town at the business done on the Stock Exchange, although to those familiar with the Exchange it was evident that business was unusually light.

"The Baron was delighted with the short walk up Broadway to the Post Office. He thought the effect of your greatest thoroughfare was much enhanced by the variety in size and style of architecture of the buildings, he has become so much used to the uniformity of the buildings in the main streets of the Continental cities of Europe.

"He was especially interested in the internal management of the Post Office. He thinks the system of sorting and arranging the mails for delivery to be the quickest, neatest, and best method he has ever seen. He intends to send a thorough description of the system to Berlin.

"The ride back in the Broadway cable car, too, was intensely enjoyed. The Baron sat at the front end of the car, behind the gripman, and took notes of the method of stopping the car, graduating its pace, &c."

"Can you tell me anything about the Ambassador's plans for the future?" asked the reporter.

"He will proceed to Washington in the early part of next week, where his baggage, consisting of 177 boxes, has preceded him. The house occupied in Washington by the German Embassy is at 1,435 Massachusetts Avenue, and was bought by our Government only a few months ago. It has been entirely refitted and refurnished.

"The Baron will remain there until he has presented his credentials to President Cleveland. Then he proposes to visit Chicago, having received special instructions to inspect thoroughly the World's Fair. He will remain in Chicago for that purpose some weeks. The German authorities take very great interest in the Columbian Exposition, and think it necessary that the country's representative in the United States should take thorough cognizance of all the fair's useful and progressive features."

"How does the silver question and the present financial situation impress the Ambassador and, in fact, your country in general?"

"Germany takes very great interest in all things that affect the welfare of the United States, not only because thousands of Germans are engaged in commercial pursuits here and because of the friendly relations of the two countries, but also from what may be called a selfish point of view. When you are commercially prosperous, our immense trading relations also receive benefit. For this reason, if for no other, we desire to see your commerce in the best possible condition.

"The idea of the Ambassador and of Germany is that things would be more flourishing if the Sherman bill were repealed. In fact, any movement which will relieve your monetary crisis is watched with the greatest interest throughout the German Empire. Germany's feeling is of the very friendliest character toward the United States, and our country sympathizes entirely with yours in any troubles which may temporarily overcloud its prosperity."

"Will the Ambassador in any way alter the working of Germany's representation in this country?"

"Not in the slightest. He expects that as soon as he has presented his credentials as the first Ambassador to this country under the foreign appropriation clause in the act of the last session of the Fifty-third Congress, your Minister to Germany, Theodore Runyon, will also be designated 'Ambassador' instead of merely Minister. With regard to the working of diplomatic affairs, it has always been carried on in such an easy-going and friendly manner that Baron Saurma considers it his duty to make no alteration whatever in existing methods."

"Can you tell me something about Baron Saurma's diplomatic career?"

"He has filled nearly all the important positions in the German diplomatic service. His present appointment to Washington, however, is looked upon as the most responsible and important post he has yet filled. His first important appointment was that of Consul General and Diplomatic Agent to Egypt in 1879, 1880, and 1881. Thence he went as Minister to Roumania; thence to The Hague. He was very successful as Secretary of the Legation in Paris. Since then he has filled positions in the German Legations in Vienna, London, Madrid, St. Petersburg, and Rome. His last station was in the Barony of Stuttgart, and his position will now be filled by the retiring Minister from this country, Baron von Holleben. Altogether, our new Ambassador has had a most honorable and distinguished career.

"The Baroness von Saurma herself will not at present come to America. The Baron has only two children, the daughter who is with him and a son who is at present a Lieutenant in a regiment of hussars stationed in Silesia."

The Ambassador and party took a drive through Central Park yesterday afternoon. The Baron was pleased to renew his acquaintance with the Obelisk, which he had seen during his diplomatic career in Egypt.

Italian Naval Manœuvres Ended.

ROME, Aug. 24.—The manœuvres of the Italian Navy were concluded yesterday. Upon the conclusion of the evolutions of the fleet King Humbert gave a dinner at the port of Gaeta on board the royal yacht Savoia. Eighty guests were present, including Admiral Prince Henry of Prussia, who represented his brother, the German Emperor, at the manœuvres.

King Humbert at the dinner thanked Prince Henry for attending the manœuvres, and gave a toast to the prosperity and glory of Germany, her army and navy. Prince Henry in responding to the toast praised the efficiency of the Italian fleet. The war vessels of Italy, he said, were superb, and their officers and seamen were intelligent and competent to do their duty when called upon.

Stuyvesant Club's Outing.

The Stuyvesant Democratic Club had a stag outing a few weeks ago. They supplemented it yesterday by taking their wives and daughters on the steamer Sirius to Laurelton Grove, on the north shore of Long Island. Senator Jacob A. Cantor, Chairman of the Board of Managers of the club, and President W. H. Burke accompanied the party. The start was made from the foot of One Hundred and Sixth Street, East River, at 9:30 o'clock. Prof. Crowley's Eighth Regiment Band furnished the music.

Unlawfully Operating Its Road.

Mayor Gilroy receives many letters from prominent citizens regarding the rapid-transit question. One was received yesterday from a prominent lawyer, whose name the Mayor refuses to give, in which the writer at great length and with much ability argues that, under the Court of Appeals decision in the New-York Cable Company case, the Manhattan Railway Company is unlawfully operating its roads in this city.

Resigns as Admiral of the Fleet.

LONDON, Aug. 24.—The Berlin correspondent of the *Central News* telegraphs that the Duke of Edinburgh, who yesterday succeeded to the titles and dignity of the late Duke Ernst of Saxe-Coburg and Gotha, has resigned his position as Admiral of the Fleet in the British Navy, retaining only the honorary title.

The Home Rule Bill in the Lords.

LONDON, Aug. 24.—It is officially announced to-day that the House of Lords will take up the Home Rule bill on Sept. 5 if the measure passes its third reading in the House of Commons next week, as it is expected it will. The closure will be applied to the report stage of the bill to-morrow.

PERSONAL GOSSIP.

—A Chicago writer makes bold to tell the Chicago people, through the columns of one of their own city papers, that there may be plenty of other reasons for getting rid of Theodore Thomas, but there are no musical ones. "It is not blameworthy," he says, "to provide popular music; it was part of the plan, and the military bands are playing it almost every hour at the fair; but to say there shall be no music of the highest class, no Beethoven or Wagner rendered by the grandest orchestra ever held together on this continent, just because the music at the fair is not meant to instruct but to amuse, that is what the Chicago press demands and what the authorities concede, and that is rank Philistinism."

—William Davis Gallagher, the newspaper writer and poet, celebrated his eighty-first birthday at his son's home in Louisville on Monday. The members of the Filson Club called upon him at noon and tendered him their congratulations. They brought with them a basket of wine and another of grapes. Mr. Gallagher was born in Philadelphia. His father, an Irishman, was implicated in the rebellion of 1798 and emigrated to this country soon after.

—Gen. Francis Fessenden of Portland has presented for the Maine Building at the Columbian Fair a portrait of the Hon. William Pitt Fessenden, his father, who was United States Senator from Maine for several years and was one of President Lincoln's Secretaries of the Treasury. He died in 1869, after serving about two-thirds of his third term in the Senate.

—Miss Abby Fitch of Cleveland, Ohio, who celebrated her ninety-ninth birthday on the 26th of last March, died on Tuesday morning. She was a member of the Fitch family of Connecticut, and was born in Lebanon, that State, her father being Capt. Andrew Fitch, a Revolutionary soldier. There are very few daughters or sons of Revolutionary sires now living.

—The possibility of flying machines flying has not seemed to be very nigh in recent years, but it is asserted by a Washington paper that his well-known interest in the subject has served to prevent Prof. S. P. Langley, Secretary of Smithsonian Institution, making his customary trip to Europe this Summer. He has just started for New-England for a brief vacation.

—The Rev. Samuel P. Jones, grandfather of Sam P. Jones, the Georgia evangelist, is still living and has just celebrated his eighty-eighth birthday in Cartersville.

—The Rev. Joseph H. Twitchell of Hartford is going to the Adirondacks for a vacation in the camp of a friend. He will enjoy it, and his host not less than he.

SMALL TALK.

—One Horace F. Cutter of San Francisco has devised a great scheme and has persuaded a paper of that city to devote nearly a page to its elucidation. He proposes to have the United States purchase British Columbia and pay for it $100,000,000 in silver bullion, (which he wants Great Britain to coin,) thus getting rid of our silver and obtaining, as he believes, a very desirable acquisition, especially for Californian interests. Mr. Cutter has a bill all prepared, and he claims that he has sponsors for it in both houses of Congress.

—The Texas Department of Statistics and History is doing an interesting and commendable work for the Lone Star State. Among its recent acquisitions is a photograph of the Executive Mansion in the town of Washington which was occupied by Sam Houston from 1842 to 1844. The mansion was a two-story frame building. Another interesting picture which the department has is that of an old house in Austin which was occupied by the French Minister to the Republic of Texas from 1839 to 1844.

—The financial stringency is assigned as the reason for the postponement of the Georgia Prohibition State Convention which was appointed to be held in Macon on Wednesday last. Its friends say it will be held in the Fall—when money is easier.

—A Kansas paper asserts that somebody has been found who has agreed to pay Mrs. Lease $100 a lecture for twelve lectures in this section of the country, the tour to begin in Syracuse and extend as far east as Boston and south to Baltimore.

NUGGETS.

—Lawyer—And now please state the remainder of the conversation between you and the defendant.

Witness—I do not remember it, Sir. The substance of it escapes me.

Lawyer (witheringly)—Never mind the substance of it. Tell us the words, and I fancy the jury will have the intelligence to get at the substance.—*Harper's Bazar.*

"You have a large audience," said the first-nighter at the theatre.

"Yes," replied the manager, as he thought of the numerous deadheads; "I don't know when we have been more freely patronized."—*Washington Star.*

—A funny note from the business office: A lady, ordering the paper, gave her name as Miss X. After it was written down by the clerk, she exclaimed, "Oh, beg pardon, I forgot; I'm a Mrs."—*Chautauqua Assembly Herald.*

—Little Girl—Mother, what are those painters and whitewashers doing down here at the beach? Mother—Hush, darling, those are young yachtsmen in white duck trousers.—*Boston Saturday Evening Gazette*

—"What would you do if I asked you for a loan of $10?"

"Compliment you on your nerve."—*Chicago Record.*

—"Dear me!" cried Mrs. Trotter, "the paper speaks of a yacht that ran aground last week—just as though it would move out of the water."—*Judge.*

—Most men only echo what they have heard. A genius is one who represents daily affairs in a new light.—*Galveston News.*

—The man who gets his religion for nothing pays for all he gets.—*Ram's Horn.*

Myers—Seward Wedding.

AUBURN, N. Y., Aug. 24.—William H. Seward, Jr., son of Brig. Gen. William H. Seward, and grandson of the late Secretary Seward, and Miss Anna Dennis Myers, daughter of Gorton W. Allen, were married in St. Peter's Protestant Episcopal Church this evening. Over 1,500 invitations had been issued, and the church was filled. It was a green and white wedding and the interior decorations were elaborate.

The Rev. John Brainard, D. D., rector of St. Peter's, performed the ceremony. Gorton W. Allen gave the bride away. The bride was attended by Miss Frances Casey of Binghamton as maid of honor. Miss Helen Myers of Syracuse, Miss Alice Swaby of Seneca Falls, Misses Margery Bostwick and Marion Smith of this city were the bridesmaids. Morrison R. Waite of Cincinnati, grandson of the late Chief Justice Waite, officiated as groomsman.

The ushers were Dr. Frederick P. Solley of New-York and S. S. B. Roby of Rochester, classmates of the groom at Yale; Robert W. Pomeroy, J. A. Seymour, C. N. Chedell, and E. A. Worden of this city.

The bride's dress was of white faille, made in Empire style, with court train, pearl ornaments, and point lace trimmings. She also wore a pearl necklace, with diamond and sapphire pendant, a gift of the groom.

Among the guests at the reception given at the Allen House were Clarence A. Seward and family of New-York, Frederick W. Seward and wife of Montrose-on-the-Hudson, Roland R. Dennis and wife of London, England; Park Benjamin and Lloyd Garrison of New-York, and Frank R. Herrick and wife of Cleveland, Ohio.

Detroit's Waterworks Threatened.

DETROIT, Aug. 24.—Early last Monday morning Superintendent of Police Starkweather was informed by one of the members of his detective force that a plot had been concocted to destroy the waterworks pumping station with dynamite. Then, with the water supply cut off, fires in several parts of the city were to be started.

Monday night was the time set to do the job, and all that night the works were guarded by a body of men with rifles. The dynamiters evidently had scouts out and the extra men about the waterworks frightened them away. Special policemen are still on guard nights at the waterworks. It is said the persons who figured as principals in the proposed plot are known to the police and that arrests will follow.

TEN WOMEN BADLY SCALDED

A STEAM MANGLE IN A HARLEM LAUNDRY EXPLODED.

Three of the Injured Will Probably Die—A Man Who Stood on the Sidewalk Was Also Hurt—Panic Among Girls Employed on the Upper Floors of the Building—The Engineer Was Arrested, but Says He Doesn't Know How It Happened—Carelessness, Probably.

The inhabitants of East One Hundred and Fourth Street near Second Avenue were startled at 2:25 o'clock yesterday afternoon by the sound of an explosion. Steam was seen pouring from the lower part of the building 248. The crash of broken glass, the cries of the injured, and the shrieks of the terrified women employed there as they rushed out of the place added to the general alarm. A crowd assembled in a few seconds.

It was soon learned that eleven persons had been injured, three of them probably fatally. The injured are as follows:

CONNOLLY, JENNIE, seventeen years old, 204 East Eighty-sixth Street; scalded on arms and legs, bruised by being blown down the steps into the cellar; injuries not severe; taken home.

FOX, HARRY, driver, twenty-two years old, 360 Gold Street, Brooklyn; badly cut about the head; went home.

FOX, GRACE, his wife, eighteen years old; badly scalded on arms, legs, face, and body. Taken to Harlem Hospital. Injuries not necessarily fatal.

KANE, KATE, sixteen years old, 132 East Eighty-sixth Street; badly scalded all over the body. Taken to Presbyterian Hospital. Will probably die.

KIERNER, MARY, sixteen years old, 200 Ninety-ninth Street; scalded and bruised about the legs and body. Injuries not serious. Taken home.

UHL, LENA, twenty years old, 1,382 Park Avenue; severely scalded about the head and entire body. Taken to Presbyterian Hospital. Cannot recover.

UHL, KATE, sixteen years old, step-sister of Lena, lives with her sister, Mrs. Maggie Haswell, 468 East Eighty-eighth Street; badly scalded on legs, head, and body. Taken to Presbyterian Hospital. Will probably recover.

VANDERBECK, ELLEN, seventeen years old, 1,609 Lexington Avenue; badly scalded all over legs and body; taken to Presbyterian Hospital; not likely to recover.

VANDERBECK, KATE, nineteen years old, sister of Ellen; severely scalded on various parts of the body; injuries not dangerous; taken to Harlem Hospital.

VANDERBECK, MINNIE, twenty-one years old, sister of Kate and Ellen; scalded severely; injuries not dangerous; taken to Harlem Hospital.

VANDERBECK, MAGGIE, twenty years old, sister of Kate, Minnie, and Ellen; scalded severely, but not dangerously; taken to Harlem Hospital.

The cellar and first floor of the building were occupied by the Hell Gate Steam Laundry. The cellar was occupied by the engine which runs the steam mangle or ironer in the room above, where ten young women were employed to do the laundry work. None of the women escaped injury. The driver for the laundry was also hurt.

When the explosion took place Martin Phelan, fifty-two years old, of 501 West Fifty-fifth Street, was in charge of the engine. The mangle is a machine consisting of a cylinder nine feet long and four and a half feet in diameter. It was made of cast iron one inch in thickness, and kept full of steam. The girls employed stood on either side of the mangler. Some placed the articles to be ironed under the cylinder on one side, and others took them out on the other side. Other girls were employed folding and sorting the articles when they passed through the machine.

The cylinder in the machine was tested to stand a pressure of seventy pounds, but the engineer was instructed not to turn on more than forty pounds of steam, this pressure being considered safe. It was the engineer's duty to thoroughly inspect all parts of the engine and mangle before starting the machinery. He was also required to repeat the inspection from time to time during the day and keep everything in safe working order.

The explosion occurred without any warning other than a hissing of steam for a couple of seconds. Then the big cylinder burst, the head flying into fragments. A piece of the pipe 2 inches long and several inches wide was blown out of the side. The room, which is 15 feet square, was instantly filled with scalding steam.

The four upper floors of the building are occupied by D. Stern, cigar manufacturer; E. Corples, cigar manufacturer, and Walley & Robb, manufacturers of speaking tubes. Thirty girls were employed by these firms. They were all badly frightened by the explosion. They ran down stairs and out into the street shrieking, but uninjured.

The explosion blew both the front windows and sashes of the laundry into the street. Every pane of glass in the building was shattered. The ceiling was broken into small pieces and a hole blown through it. A hole 6 feet by 3 was blown through the rear wall of the building. Another hole nearly as large was blown through the side wall into the adjoining tenement house, 2,013 Second Avenue. The room was unoccupied and destitute of furniture, but a family was preparing to move into it. Several windows in the neighboring houses were smashed by the force of the explosion.

An alarm of fire was turned in, and the firemen and a number of police officers were quickly on the spot. They rendered efficient service, carrying out the injured, and hurry calls for ambulances were also sent to the Harlem, Presbyterian, and Manhattan Hospitals and were promptly answered. The surgeons were aided by local physicians, and the injured girls had their wounds dressed in the hallway of the house and in the laundry room, strewn as it was with broken woodwork and machinery.

Engineer Phelan, through all the excitement, sat beside his engine in the cellar, expecting the house to fall down. He was too dazed to make any statement. When Policeman Cox arrested him he said: "I don't know how it could have happened." When seen at the police station by a NEW-YORK TIMES reporter, he declined to make any statement whatever. He would not even admit that he possessed sufficient knowledge to run a steam engine.

Harry Fox, the driver, was standing on the sidewalk in front of the building when the explosion occurred. He was blown ten feet and thrown against the wooden Indian of a cigar store. He gave the following account of his experience:

"I heard a hissing noise, followed by a tremendous roar, and the next minute a big piece of plate glass from one of the laundry windows struck me on the head, cutting it severely. The hot steam blinded me, but I got on my hands and knees. My first thought was for my poor wife, who was working inside. Blinded as I was, I managed to crawl into the room. It was filled with steam, which was gradually clearing away.

"I stumbled over two prostrate bodies near the door, and by peering into the face of one I found it was my wife. I carried her to the sidewalk and went back and brought out Katie Uhl. Then I remember no more till I became conscious, found my head bandaged, and a policeman pouring brandy down my throat."

Mary Kierner was seen at her home last night. She was in severe pain, but conscious. She said:

"I was putting a sheet under the mangle, when it burst with a loud noise. I remember no more until I came to and found myself wrapped in a sheet and smarting badly all over my legs and body. I managed to walk home, but had to be carried up stairs."

The building belongs to the estate of the late Edward Roberts. The proprietor of the laundry is F. A. Bates of Philadelphia, who owns several other laundries in this city. The manager of the laundry, W. E. Phelps, was absent at the time of the explosion. When seen after the accident he said:

"I cannot understand how it occurred, unless Phelan allowed the pressure of steam in the pipe to become too high. The machine was comparatively new and had recently stood every possible test. I have always found Phelan to be a steady, sober man, who understood his work."

Mr. Phelps estimates the damage done to the machinery at $3,000. Another steam mangle, lying in the room ready for erection, was blown to pieces. The damage to the building is estimated at $500.

Object Lessons in Tight Money.

BUFFALO, N. Y., Aug. 24.—The Bank of Sherman, at Sherman, Chautauqua County, consisting of Archibald Calhoun, James Vincent, and the estate of the late Hiram Parker, made an assignment yesterday. Liabilities about $40,000, and assets, mostly in farms, about the same.

CHATTANOOGA, Tenn., Aug. 24.—The Directors of the First National Bank of Dayton, Tenn., have decided to suspend payment of depositors for sixty days, and a circular to that effect has been mailed to depositors. The assets are more than double the liabilities, but the stringency in the money market makes a stoppage of business necessary.

The bank hopes to resume in two months or less.

Died at His Wedding Feast.

BALTIMORE, Md., Aug. 24.—A Staunton (Va.) special says that James W. Jackson, a young man of Greenbrier County, West Va., was married at 1 P. M. to-day to Miss Bettie S. Echard, daughter of Silas C. Echard.

Just after the wedding feast the groom became ill, and in a few moments lost consciousness. He remained in this stupor for eight hours, recovering consciousness for a few moments only before death.

In less than ten hours the bride was maid, wife, and widow.

To Manage Street Railroad Line.

INDIANAPOLIS, Ind., Aug. 24.—Thomas H. McLean of New-York City was to-day appointed General Manager of the Citizens' Street Railroad Company of this city. He will be here tomorrow to take charge.

ILLINOIS DAY AT THE FAIR.

A Wonderful Parade of Warriors One of the Chief Attractions.

WORLD'S FAIR GROUNDS, Aug. 24.—Mars, the bloody god of war, was in the ascendant at the White City in Jackson Park to-day. It was Illinois Day, and warriors from almost every nation on the earth, equipped with instruments of death and destruction, were there, and they paraded through the beautiful thoroughfares to the time of patriotic tunes played by scores of martial bands.

The day's entertainment began with a parade of the Illinois National Guard, 5,000 strong, leading the way for the savages and barbarians of the Midway Plaisance. The State militia marched into the Midway Plaisance from the west entrance and passed down the thoroughfare in company-front order to the main grounds of the White City, and, as they moved by, the natives of each village fell in behind. First came the Bedouins, riding camels and high-spirited Arabian horses. They were allowed nearly 1,000 feet of space, and as the parade moved along, those mounted on horses rode back and forth at full gallop, with their snow-white robes fluttering in the breeze, whirling their long spears about and displaying wonderful feats of horsemanship.

After the Bedouins came the Laplanders from the frigid zone, with their reindeer, and then came the cannibals of Dahomey. They were the most vicious and ferocious looking warriors in the parade. They were attired as if going out to battle. The King, a huge black fellow in fantastic attire, was in the lead. On his head was a sort of helmet surmounted with a pair of ram's horns. He carried a great war club, which he flourished as he pranced about, while his followers sang a wild war song and beat tom-toms.

The Chinese, with an awful-looking dragon 60 feet long, came next. It was made of rice paper on a bamboo frame and carried by twenty Mongolians. Nothing but their feet could be seen, and the thing moved along in a wonderfully lifelike manner. Strangely-attired musicians, playing on instruments no less strange, accompanied the dragon, and the music, if such it can be called, was ear-splitting in the extreme.

A band of Sioux, from the wilds of the West, in war paint and feathers, followed the Chinese, and after them came the South Sea Islanders. Then in turn came the Hawaiians, the Persians, the Egyptians, with their camels and donkeys; the Turks, the Moors, the Swiss hornblowers, Hagenbeck's lions, the natives of Japore, the Algerians, and the inhabitants of the Irish and German villages. In the main grounds they were joined by the Italian marines, the British soldiers, and the West Point cadets.

The parade was led by Gov. Altgeld and his staff until it reached the Illinois Building, where they dropped out and the Governor reviewed the procession from the front portico as it passed. When the savages had returned to their temporary homes on the Midway Plaisance, and the civilized warriors had broken ranks, the "Congress of Rough Riders of the World," from Buffalo Bill's Wild West, appeared and paraded through the grounds. At the conclusion of the parade Gov. Altgeld and his staff held a reception in the Illinois State Building.

The Windermere Will Continue.

CHICAGO, Aug. 24.—The Windermere Hotel, Cornell Avenue and Fifty-sixth Street, near the World's Fair, went into the hands of a receiver to-day.

The appointment of a receiver will not affect the hotel. The receiver will continue its arrangement with the present officers, and the same high standard of excellence as has heretofore peculiarly characterized the house will be maintained. The Windermere has been doing a good business, and will continue to be popular with Eastern people.

NEW OFFICERS INSTALLED.

Odd Fellows' Convention Closed—Many Important Matters Settled.

The Grand Lodge of the Independent Order of Odd Fellows of this State assembled yesterday morning for its third day's session in the Scottish Rite Hall, Madison Avenue and Twenty-ninth Street, and closed its annual convention by the installation of the newly-elected officers in the evening. Grand Master Charles H. Morgan presided.

About 800 delegates were present, and among the distinguished Odd Fellows who were introduced during the day were Grand Representative Leopold J. Retting, Vermont; Grand Representative William H. Izzard, Grand Representative Smith, Grand Representative August Grassman, Hoboken; Grand Conductor W. N. Parslow, Grand Guardian Van Doren, Grand Herald Suffel, and J. Newburg, Monticello, N. J.

After a heated discussion on the resolutions introduced to make provision for indigent members, in which Past Grand Master W. R. Spooner, Grand Marshal Samuel Pesoa, Representative Elias Goodman, and Richard L. Raleigh took part, the motion was laid on the table. A communication was received from the Home Association of New-York, complimenting Grand Master Charles H. Morgan for his valuable report on the subject of Odd Fellows' Homes.

Petitions were granted to authorize the establishment of the following lodges:

To establish a new lodge at Amityville, L. I., to be known as New Point Lodge, No. 677; Olive Leaf Rebekah Lodge, No. 155, at Port Richmond, S. I.; Crown Rebekah Lodge, No. 156, at Buffalo, Erie County; Christina Rebekah Lodge, No. 153, at Ballston Spa; Mount Herman Lodge, No. 38, petition granted; Rhineland Lodge, No. 676, in Erie County; Central Lodge, No. 666, to be attached to Monroe District No. 1; to change name of Breesport Lodge, No. 419, to Chemung Valley Lodge, No. 419, and to remove to the latter place; Weona Lodge, No. 678; Tuscarora Lodge, No. 669, and Georgetown Lodge, No. 679, in Madison County; new charter for Saratoga Lodge, No. 15; Eclipse Rebekah Lodge, No. 154, to establish a new lodge at Orwell, Owego County; Myrtle Lodge, No. 323, to make its meeting nights the first, third, and fifth Fridays; Union Lodge, No. 169, after Jan. 1, 1894, to meet Fridays; Brooklyn Lodge, No. 26, after Jan. 1, 1894, to meet alternate Tuesdays.

The Appeal Committee decided in the case of Northern Star Lodge, No. 458, that it was entitled to benefits up to the time of amending the by-laws, but not afterward. In the case of Hudson Lodge the action of the District Grand Committee was sustained. The appeal of Buffalo Lodge, No. 37, was sustained.

The Grand Master appointed the following Committee on Odd Fellows' Homes: A. D. Dunbar, No. 75; Hugh H. Hoenake, No. 407; George E. Tilly, No. 670; the Rev. E. B. Olmstead, No. 616; William Butehorn, No. 594.

During the afternoon sessions a petition was granted authorizing the establishment of Utica Rebekah Lodge, No. 157, in the Oneida District.

Owing to criticisms of the reports presented by Grand Secretary Terwilliger, who has held that office for eleven years, he tendered his resignation, and John G. Deubert was elected to his place. The salary of the Grand Secretary is $2,800 a year.

At the evening session the proposed amendments to the constitution which were laid over last year owing to their great length and the time necessary for their consideration were again laid on the table. The sum of $12,000 was appropriated for the expenses of the order during the ensuing year, after which the proceedings were closed with the impressive ceremony of installing the following officers of the Grand Lodge:

Edward L. Gaul, Grand Master; Sidney L. Rowland, Deputy Grand Master; Alfred A. Guthrie, Grand Warden; John G. Deubert, Grand Secretary; Charles A. Wehr, Grand Treasurer; Willard J. Minor, Grand Marshal; Frederick H. Roth, Grand Conductor, and the Rev. Le Roy C. Hayes, Grand Chaplain.

The next annual convention of the order will be held at Utica.

INSANE AFTER A CLUBBING.

Charges Against Policeman Bush for His Treatment of J. E. Stone.

Joseph Edward Stone, nineteen years of age, is now an inmate of Bloomingdale Asylum, and it is charged by his brother, Edward Stone, a lawyer of the firm of Wahl & Stone, in the Stewart Building, that his insanity was caused by a brutal clubbing he received last February at the hands of Policeman Joseph Bush of the Fourteenth Precinct.

Lawyer Stone stated last evening to a reporter for THE NEW-YORK TIMES that about the middle of last February his brother went into a museum in Fourteenth Street. While there he caused some annoyance to the managers, and Policeman Bush was called in to arrest him. The young man made some resistance and Bush struck him repeatedly on the head with his club.

Dr. Atwood and Dr. Breyton were recently employed to examine his condition, and both certified that young Stone's insanity was due to the clubbing received. Yesterday charges were preferred against Policeman Bush before Justice Voorhis in the Essex Market Police Court, and the case was adjourned until this morning.

Lawyer Stone said that since the publication of the case in the newspapers he has obtained information that Policeman Bush has brutally clubbed four other persons. One of his victims is at present under treatment in Bellevue Hospital, and the doctors regard his condition as critical.

At the hearing before Justice Voorhis this morning all the evidence obtained against Policeman Bush will be presented.

$20 to Chicago and Return,

via Pennsylvania Railroad. Personally-Conducted Coach Excursion, Monday, Aug. 28. Only one night on train.—*Adv.*

THEY DO NOT WANT REPEAL.

Bimetallists at Cooper Union Hear Advocates of a Dual Standard.

The bimetallists of New-York held a mass meeting in Cooper Institute last evening. Every seat in the Assembly Hall was taken, and many unable to obtain seats stood through the proceedings.

The assemblage was addressed by Gen. A. J. Warner of Ohio, President of the Bimetallist League; H. F. Bartine of Nevada, Congressman William J. Bryan of Nebraska, and Thomas M. Patterson of Colorado.

The audience was very enthusiastic, and cheered itself hoarse at the points of the speakers.

Resolutions were adopted denouncing the repeal of the Sherman act, and altogether the occasion was brimful of every sentiment antagonistic to a gold standard as the norm of circulation.

It had been announced that W. Daniel of Virginia, Richard P. Bland of Missouri, Joseph C. Sibley of Pennsylvania, Joseph W. Bailey of Texas, and John Davis of Kansas would address the meeting, but they were most conspicuous for their absence.

Ex-Senator John G. Boyd opened the meeting with a few words stating the purpose of the meeting and calling on the people "to proclaim their faith in the doctrine inculcated by the founders of our Government that 'the unit of value must stand on both gold and silver.'"

He was followed by Gen. A. J. Warner of Ohio. Mr. Warner reviewed the condition of affairs before and after the present stringency of money matters.

"There has been a currency famine," he said, "and it has come about by the withdrawal of the $500,000,000 which was in the banks before the present panic began. A monetary revolution has begun and there are dark days ahead of us if we are to do business by the gold standard. The conditions which brought the gold into this country will send it back again, and the country will be worse off than before.

"The men who were attempting to force the gold standard on the world are attempting to double the debts of the world. They are undermining social conditions, and they are taking the responsibility upon themselves if they force this issue. Bimetallism is as old as civilization, and I warn the gold conspirators that the people of the United States will not submit to it, and they had better pause where they are."

H. F. Bartine of Nevada then spoke, his remarks being confined chiefly to a history of the silver question as it stood, and, at a request from a man in the audience, he gave a brief résumé of the Sherman act as it is understood by the bimetallists.

Congressman William J. Bryan of Nebraska contrasted the industrial and financial conditions of the East and West. Then he gave as his opinion that the great mass of the people do not want the repeal of the Sherman act.

"If you are convinced," he said, "that the Sherman law is bad, make your wishes known to Congress personally and not through resolutions. There is another side which has not been heard, but it is the side which is heard on election day.

"I want to state a proposition which has not been discussed before. There is not and never was an honest dollar in this country, and the man who advocates a gold standard does so to deceive you. Why, to hear these people talk, you would think the committee was divided into advocates of the honest and the dishonest dollar. The honest dollar is a dollar whose purchasing power remains the same to-day, to-morrow, and forever.

"There is no such thing as an absolutely stable dollar, and that a single gold standard gives you a stable dollar is the utmost fallacy. If this country abandons silver the nations of the world will be driven to abandon silver and adopt gold.

"The first question to my mind is, Where are we going to get the gold? Of the $3,600,000,000 worth of gold in the world, five-sevenths is owned by Great Britain, Germany, France, and the United States. And yet those nations have a hard time to adjust it to the needs of their financial requirements.

"What will it be when you drive those who now use silver to the use of gold? The United States has more people than the other countries combined. What man will rejoice when those people are compelled to reach out after the world's supply of gold—and this is but one nation. Let all the nations of the world demand the use of gold as their only money and you place it on an auction block with all the nations of the world as bidders.

"The advantage of bimetallism is that you have two kinds of money. You can use both kinds and neither can be cornered.

"The whole situation is this: Last Spring some one interested in the issue of bonds came and wanted more bonds issued to buy gold. They magnified the consequence of our gold going abroad; they told us that the exportation of gold was going to create a panic. Now they have lost the string to the scare, and it is beyond their control.

"I don't know that anything is going to take away the scare except time for the people to settle down."

Thomas M. Patterson of Colorado followed Mr. Bryan. His remarks were in the same strain. The meeting then adjourned.

EUROPE'S CHOLERA RECORD.

The Disease Said to be Disappearing in Austria and Hungary.

LONDON, Aug. 25.—The Vienna correspondent of the *Times* says it has been announced officially that cholera is disappearing slowly from most infected districts of both Austria and Hungary. The valley of the Theiss is the only region where the cholera still spreads. There the ignorant peasants try to conceal cases of the disease from the doctors and sanitary officials and refuse to take any precautions against the epidemic.

A dispatch from Paris says that England has given notice of her adherence to the decisions of the Dresden Sanitary Conference.

ST. PETERSBURG, Aug. 24.—A supplementary official cholera report issued to-day gives the following statistics of the ravages of the disease in the affected Governments during the last week: Orel, new cases 647, deaths 213; Cossacks of the Don, new cases 498, deaths 202; Koorsk, new cases 296, deaths 103; Vladimir, new cases 156, deaths 52; Lomza, new cases 52, deaths 22; Moscow, new cases 72, deaths 24; Viatka, new cases 47, deaths 22; Voronezh, new cases 39, deaths 22.

For the last fortnight the following returns are given: Government of Podolia, 1,178 new cases and 423 deaths; Government of Toola, 253 new cases and 78 deaths; Government of Yaroslav, 92 new cases and 28 deaths. In the city of Moscow during the last three days 171 new cases and 74 deaths were reported. In the city of Kertch, in the Crimea, 69 new cases and 32 deaths occurred during the last five days.

ROTTERDAM, Aug. 24.—Two new cases of cholera have been reported in this city.

There have been five deaths from cholera at Leerdam, a town in South Holland.

MADRID, Aug. 24.—The Spanish Government has decided to quarantine all vessels arriving from Rotterdam and Maassluis, in the Netherlands; from Antwerp, and from Taganrog, on the Sea of Azov, Russia. This step was taken because these ports are infected with cholera.

In view of the yellow fever epidemic, all vessels from Pensacola, Fla., or from any port within 165 kilometers of that city, will be subject to the same regulations.

Cabdrivers' Riot in Naples.

ROME, Aug. 24.—The cabdrivers in Naples, who struck yesterday morning and rioted yesterday afternoon and evening, mobbed several policemen to-day. Late this afternoon a large force of police dispersed a large crowd of strikers after a sharp fight. Some ten or twelve men and boys were injured. This evening about 500 men who were in the fight went to the Prefecture of Police with the dead body of a boy whom, they said, the police had killed in the last charge.

France's Demands of Siam.

LONDON, Aug. 25.—The Bangkok correspondent of the *Times* says of the negotiations between France and Siam:

"The French have prohibited the Siamese from receiving the assistance of their foreign legal diplomatic advisers, apparently in the attempt to overreach Siam. The demands of M. de Vilers (France's special envoy) exceed those of the ultimatum."

France Surprises Berlin.

BERLIN, Aug. 24.—France will not send military attachés to the German manœuvres this Fall because the sham battlefield is to be round Metz. The news of her decision has caused surprise in this city.

Settling with the Sealers.

OTTAWA, Ontario, Aug. 24.—The Marine Department has placed the sum of $25,000 to the credit of the Collector of Customs at Victoria, B. C., to pay the last of the claims passed upon and accepted by the British Government for losses sustained by sealers under the modus vivendi of 1891. Already $75,000 has been paid to owners of vessels and Captains. This last $25,000 is for claims made by hunters and seamen.

SOUTH CHICAGO IN FLAMES

EQUAL IN AREA TO THE LAKE CITY'S HISTORIC CONFLAGRATION.

Firemen Powerless to Stay the Destruction, Which Leveled 250 Houses, Made 7,000 Persons Homeless, and Consumed at Least $1,000,000 in Property—Families Take Flight in Panic from the Furnacelike Streets—Residences Swept Down at Wholesale and Dock Property Ruined.

CHICAGO, Aug. 24.—A fire which in extent of territory almost rivals Chicago's historic conflagration began in South Chicago about 5 o'clock this afternoon and raged furiously for several hours. When it had worked its destruction and the firemen felt that they had it in control, the havoc it had done was found to comprise 250 houses, nearly all residences, and extensive dock property. It is estimated that 7,000 people were made homeless by the fire. Several persons were injured and there is possible loss of life.

As the scene of the fire was about thirteen miles from the centre of the city, difficulty was had in getting a fire force to battle the blaze. It yielded to the efforts of the firemen only when help had been secured, by which time little material in that section had been left to feed it.

From a three-story brick building at the corner of Ninety-first Street and Superior Avenue, flames, which rapidly grew in volume under a gale of wind from the West, ate their way over block after block of small frame residences until they reached the lake. Within two hours the fire had consumed at least thirty buildings and five blocks of the greatest industrial suburb of Chicago.

The 50,000 residents of the town were precipitated into a panic. As the pine structures in which lived the workingmen employed in the large steel mills of the Illinois Steel Company and in which the smaller merchants of the place made their homes, were leveled by the roaring flames, those whose homes had not yet fallen took their goods and household utensils to the other portions of the city. Streets were blocked with wagons containing the effects of the frightened, and men and women appalled by the calamity fled in every direction.

From the brick building in which the fire had its origin, and before the few fire engines of the district could make the slightest impression upon it, the flames bounded eastward between Ninety-first and Ninetieth Streets toward the lake. House after house rapidly fell before the sweep of fire which hurled blazing brands far in advance.

From Superior Avenue the flames crossed to Ontario Avenue, Buffalo Avenue, Mackinaw Avenue, and Green Bay Avenue. Among the first buildings to fall was the First Methodist Church, at Ninety-first Street and Superior Avenue, and before its spire had toppled to the ground the new and commodious German Lutheran Church on the opposite corner was blazing in a dozen places. Hardly had these more pretentious buildings been levelled to the ground when the fire was detected blazing in a dozen places further east. The local department, a branch of Chief Swenie's city service, had been called upon, also all the help in the immediate district, but by the time the First Methodist Church was well on fire it was seen that every effort must be made to prevent the destruction of the greater part of the town.

The Central Fire Alarm office sent to the fire every engine that could be spared in the south side of the city. The Yosemite, the giant fireboat, lying at the foot of Lasalle Street, hurried from its dock and was soon plowing its way through the waters of the lake in its thirteen-mile race to the far southern section where the fire was raging. Before it had reached the harbor at South Chicago the terrific force of the fire had eaten away the five blocks between Superior Avenue and the lake, and the Yosemite turned its attention to the immense lumber yards on the river front.

By 6 o'clock a new danger had arisen in the veering of the wind, and all the work of the department seemed to have counted for nothing.

The burned district is north of the river, where Ninety-second Street opens out into the Calumet Harbor, protected both on the north and south by Government piers. Between the river and the district in which the flames originated extend the immense lumber yards and lumber docks along the Calumet River and the harbor. These are just south of the Chicago and Western Indiana and Rock Island and Pacific Railways. The Baltimore and Ohio Railway, running north and south, between Ore and Ontario Avenues, marked at its beginning the western boundary of the fire. Two squares from the origin of the fire to the north are the immense shops of the Baltimore and Ohio Railway Company. The burned territory is just north of the business centre of South Chicago, and was given up almost exclusively to residences.

The house at Superior Avenue and Ninety-first Street, in which the fire began, was owned by William Gilles and occupied by him as a residence. Those who saw the spread of the fire say that it sprang from the ruins of Gilles's home to a cottage joining on the west. Brands falling upon a building at the corner of Buffalo Avenue and Ninety-first Street spread one square further west and soon started a blaze which continued from the origin of the fire at Gilles house to four-story frame houses on the north side of Ninety-first Street, and they were soon swept away. From the six houses then on fire the flames sprang across Ninety-first Street to the south side, where the frame structures quickly disappeared before the sweep of the flames.

South on Superior Avenue, the two-story frame house of Squire Mayo caught fire from the current of hot air laden with sparks, and, this structure ablaze, the increasing volume of flame leaped across Superior Avenue to the west side, where a three-story tenement house was soon wrapped in flames. A dozen houses in the vicinity of Superior Avenue and Ninety-first Street now having been swept away, the people began to give way to the panic which, in another hour, started a flying army toward the other portions of the city.

North of Ninety-First Street on Superior Avenue the early stages of the fire burned five one-and-one-half-story frame cottages belonging to John Mason. Then, in quick succession, the three-story frame house of John Wycks on Ninety-first Street, the three-story frame belonging to Frank Salt, and the grocery store, a one-story building belonging to A. Lingquist, were swept away. By this time, and with most of these buildings ablaze, so great had become the volume of heat and flame-laden air that was sweeping toward the lake, that it was seen that the fire must spread to the docks, from which it was anxiously desired to keep it.

The fears of the department and citizens were well founded. Before the scores of engines had made the least appreciable effect upon the progress of the flames, the immense docks of the Sunday Creek Coal Company were in ruins. Over 100,000 tons of coal are stored in the immense bins, which extend for 500 feet along the river front. The earliest estimate ventured was that the loss at this place alone could easily reach $200,000.

When the fire began in the coal yards every engine that could be spared and the powerful steamer Yosemite, as soon as it reached the harbor, were brought to fight the conflagration. At the same moment the A. R. Beck lumber yards, with dock frontages almost as great as those of the Sunday Creek Company, were found to be burning, and here the first great battle of the firemen with the flames was begun. The Fire Department had only by this time succeeded in getting together a sufficient number of engines to give it any chance at all against the roaring mass of flames. Then help came and the unequal battle ended.

Iowa Prohibitionists Meet.

DES MOINES, Iowa, Aug. 24.—The first meeting of those who are attempting to split the Republican Party on prohibition was held in this city to-night. It was a mass meeting and about 500 persons attended it, of whom there were, perhaps, nearly 100 Republican voters in sympathy with the movement. The Chairman, C. C. Neurse, and the Secretary, J. J. Hamilton, are both openly avowed third-party Prohibitionists who participated in the Prohibition third-party convention May 31 last. Three well-known Republicans spoke, one of them, the Rev. Emory Miller, Methodist Presiding Elder, saying that the 800 Methodist preachers in Iowa would not stand the Republican local-option platform.

A State convention of Prohibitionists regardless of party was called for Sept. 5 to take such action as may be deemed best. The general sentiment was against nominating a State ticket and in favor of securing pledges from Republican candidates for the Legislature to repudiate the Republican platform and stand by prohibition.

Disappointed in Love, He Shot Himself.

Henry Schmidt, a cooper, attempted to commit suicide in the rear of 18 Beaver Street at 7:40 o'clock last night by shooting himself in the right temple.

He was taken to the Chambers Street Hospital, and late last night he was still unconscious. His home address is not known. He has a brother, William Schmidt, living on Willett Street, near East Houston.

It was said in the neighborhood of Beaver Street last night that Schmidt was in love with Annie Schmidt, who lives at 18 Beaver Street, but that his affection was not returned.

ROW AT THE GARDEN THEATRE.

Robert Grau Has Gone to Seek Health and Mr. French Pays the Salaries.

Theatrical Manager Robert A. Grau was taken to a private sanitarium last night by his physician, Dr. Eddy. He has been drinking heavily of late, and his friends decided on this course.

Grau was the manager of Loie Fuller and her company, who are now performing at the Garden Theatre. Many of the members are English actors, and they were induced to come to this country by Grau's enthusiastic promises of large, fat salaries and happy days.

Well, they came here, and almost from the start Grau proved recreant to his promises. "Treasury Day" has been in the dim and uncertain future. He advanced small sums from time to time, but he was far in arrears, although the receipts at the theatre were quite large.

In the company are Guy Standing and his wife, formerly Isabelle Urquhart. They have been particularly unfortunate in collecting their salaries, and last Tuesday Mr. Standing drew the line. Grau promised to settle after the performance, but he was not around when the curtain came down. However, he left word that he would pay all salaries at 11 o'clock Wednesday morning.

Mr. Standing is not an early riser as a usual rule, but he was up betimes Wednesday, and when he reached the theatre, he found a notice posted up stating that "the ghost would walk" after the evening performance.

Grau was on hand and he doled $5 to each member of the company. When he reached Standing he said:

"Your salary, as well as that of your wife, was taken to the hotel by Bailey Avery, my assistant."

Mr. Standing doubted this and he expressed himself in a forcible manner.

"You're a liar!" he shouted.

The ladies screamed and everybody expected a physical encounter between the men, but Grau was not equal to the emergency. Mr. Standing and his wife left, but yesterday they were appeased by receiving a large part of their salary from Manager French. The latter also satisfied the claims of many of the members, and then steps were taken to put Grau in a sanitarium. Mr. French last night refused to say where this place is, but it is believed by members of the company that it is in White Plains.

"Mr. Grau has behaved himself in a most disgraceful manner for some weeks past," said Mr. Standing. "He has taken all the receipts and has squandered them in rum."

William Morris to be a "Star."

Mr. William Morris, the leading actor of Charles Frohman's stock company during the past four years, will resign from that organization next May. Next season he will head a company of his own in a new play. Since his first appearance on the stage at the Boston Museum in 1876, Mr. Morris has had training in the companies of the best actors in America, and has played all kinds of rôles, ranging from comic opera to Shakespearean tragedy.

After three seasons with the Boston Museum stock company he joined Robson and Crane in "The Comedy of Errors" during the season of 1879-80. The two seasons following he was in the English company that supported Rossi during his tour of this country. He was with one of the Madison Square "Hazel Kirke" companies in 1884, and the following season he passed in touring South America and the West Indies.

During the season of 1887-8 he supported Mme. Modjeska, and became her "leading man" before the close of the season, during which he achieved much success as Romeo, Benedick, Armand Duval, Don Cæsar, and other similar rôles.

In December, 1888, he again visited the West Indies, taking an American company under his own management, and played a repertory that ranged from "Hamlet" to "The Chimes of Normandy." His next engagement was with Charles Frohman, under whose management he appeared in "Men and Women," "The Lost Paradise," and more recently in "The Girl I Left Behind Me."

BUSINESS TROUBLES.

CHRISTIAN D. POSTEL, Jr., and JOHN BISCHOFF, composing the firm of C. D. Postel, Jr., & Co., wholesale grocers at 811 Washington Street, made an assignment yesterday to Putnam Conklin, giving preferences as follows: Zimmer & Dunzak, $2,375; Gansevoort Bank, $1,200; Nineteenth Ward Bank, $1,500; Eppens, Smith & Weimann Company, $596. Mr. Postel has been in business since 1887, and Mr. Bischoff became his partner in January last, putting in, it is said, $6,500 in cash. A few months ago they claimed assets of $50,000, with liabilities of $12,000, and said they were doing an annual business of $230,000. Milton Mayer, their attorney, said the assignment was due to the hard times and inability to make collections. The liabilities will probably not exceed $20,000, and the assets are large. He thought all the creditors would be paid in full if time was given to the firm to realize on the assets.

THE SCHEDULES OF JOHN B. DUMONT, banker and broker at 40 and 42 Wall Street, show liabilities of $193,194, nominal assets of $244,360, actual assets of $172,360. The principal creditors are secured by stock collateral, among them being the Farmers' Loan and Trust Company for $90,390, the Central Trust Company for $20,086, L. T. Hoyt for $56,200, and Mason W. Tyler of Plainfield, N. J., for $17,750. The principal asset is an account of Margaret Clark, showing advances of $209,391 on various stocks carried for her, but which are pledged as collateral for loans, the actual value being $148,118. The depreciation was chiefly on 2,900 shares of the Evansville and Terre Haute Railroad Company, which were carried for her. His equity in Plainfield real estate is placed at $6,000 actual value, his household furniture at $2,500, (it cost $7,000,) and his cash at $3,508.

WEIL DREYFUS & CO. of Boston, wholesale dealers in men's furnishing goods, has been attached for $5,000 in favor of the First National Bank of this city. In connection with the affairs of the firm and of S. Sykes & Co., wholesale clothing dealers of this city, it was reported yesterday that Heavenrich Brothers, wholesale clothing dealers of Detroit, are in difficulties and had given a chattel mortgage for $120,000 to Joseph L. Hudson, as trustee for certain creditors. The affairs of the three firms were very closely related, it is said, through exchanging accommodation paper. When S. Sykes & Co. made an assignment on Tuesday, they preferred accommodation notes made by Heavenrich Brothers to the amount of $12,922, which had been discounted in this city for S. Sykes & Co.

THE LINDEN STEEL COMPANY of Pittsburg has made a deed of voluntary assignment to the Safe Deposit and Trust Company of Pittsburg, and the deed has been filed for record. Mr. Solomon Schoyer, in giving reasons for this, said: "The object is to protect the assets of the company for all the creditors and to avert the issuance of foreign attachments. The proposition for extension will doubtless be agreed to, and the execution of the deed of voluntary assignment will not interfere with this. The necessary delays in securing signatures, however, would have exposed the company to foreign attachments, which would have the effect of making those issuing the attachments preferred creditors. This deed of voluntary assignment will prevent this."

THE C. WOODWARD PRINTING COMPANY of St. Louis has filed a chattel mortgage on all its effects, naming William Bright, A. H. Pernie, and F. O. Sawyer as trustees. The property is left in charge of C. B. Woodward. The mortgage was given to secure a number of notes executed to the company in favor of its creditors. No detailed statement of the money value of the notes is given, but the amount will be large.

HEAVENRICH BROTHERS, wholesale clothing merchants, Detroit, have filed a chattel mortgage on their stock for $121,995 to secure twenty-six different creditors. It is claimed that the firm's embarrassment was caused by the failure of Boston and New-York houses for which they were heavy indorsers.

JOHN W. GASTEIGER, dealer in feed at 7 and 9 Sheffield Avenue, Brooklyn, has made an assignment to Alfred Beinhave, giving preferences for $3,500. He has been in business since 1884, and formerly claimed an equity of $13,000 in real estate, and to have $10,000 in his business and other investments.

A MECHANIC'S LIEN against Blanche de Logerot for $8,692 on the hotel property at Fifth Avenue and Eighteenth Street has been filed in favor of the Pierce & Miller Engineering Company, which furnished engines for electric lighting, steam boilers, pipes, &c., to Richard de Logerot.

A DEED OF TRUST from the Condon Lane Boom and Lumber Company to Frank Wood, trustee, conveying all the personal property and realty of that company to secure Levi P. Condon in the sum of $124,549.24, has been admitted to record in Randolph and Tucker Counties, West Va.

THE STANDARD BURIAL CASE AND MANUFACTURING COMPANY of Pittsburg is in the Sheriff's hands. The action is taken on an execution for $19,205.58 issued by W. E. Hartman and James L. Delong. The manufactory is at Bissell Station on the Baltimore and Ohio Railway.

THE INDUSTRIAL AND MINING GUARANTEE COMPANY of 41 Broadway, of which H. H. Warner of Rochester is President, has been attached for $3,794 in favor of Thomas A. Rickard for money expended by him, and for services as mining engineer and expert.

ELIZABETH B. SIMS, dealer in house-furnishing goods at 292 Willis Avenue, has made an assignment to Henry Heuman, giving two preferences for $900. She began business in November, 1891.

THE GEORGE H. LEWIS FURNITURE COMPANY OF ST. PAUL has made an assignment. The failure was precipitated by an action of W. & J. Sloane of New-York to recover a considerable sum for goods sold; liabilities about $100,000; assets unknown.

WILLIAM W. TUCKER, TITUS SHEARD, and CALVIN LITTLEFIELD have been adjudged indebted to the National Herkimer County Bank of Little Falls, N. Y., for $2,600.

UPON A JUDGMENT for $42,665 in favor of George M. Grabl, the Sheriff has taken possession of the Chicago Iron Works, Chicago.

F. W. LAMB & CO., manufacturers of steam-heating apparatus, Chicago, have assigned; assets, $50,000; liabilities, $32,000.

LOSSES BY FIRE.

ST. LOUIS, Aug. 24.—Fire to-day destroyed the plant of the Western Brass Manufacturing Company at 615 and 617 Walnut Street, causing a total loss of about $165,000, on which the insurance is about three-quarters of the loss. The loss in the brass company's stock is $100,000; insurance, $90,000. The Standard Theatre, adjoining, was slightly damaged by smoke and water.

MERCED, Cal., Aug. 24.—The town of Merced Falls, twenty miles north of here, has been destroyed by fire. The Merced Woolen Mills, valued at $125,000; Nelson's Flour Mill, $25,000, and the warehouse of the woolen mill, containing goods worth $50,000, were burned; insurance on the mills, $70,000.

FONDA, N. Y., Aug. 24.—The hay barns here belonging to New-York commission merchants were burned to-day with their contents, together with some hay cars. Loss, $3,500; insured.

SMITH'S FALLS, Ontario, Aug. 24.—The Canadian Pacific Railway roundhouse was destroyed by fire to-day. Two engines were burned and two badly disabled. The total loss is $50,000.

WHAT NAVAL RESERVES WANT

PRELIMINARY TRAINING BETTER THAN A SHORT TOUR AT SEA.

Needs of the Corps Explained by Lieut. Stayton—The Navy Department Informed Why the Reserves Prefer Not to Go to Sea This Year—Training on the New-Hampshire Better Than on Modern Cruisers—Plans for Water-Front Work and Quick Concentration.

The report published yesterday in THE NEW-YORK TIMES to the effect that many Navy Department officials were surprised at an apparent unwillingness on the part of the First Battalion of the New-York Naval Reserves to go to sea, and as a result of this seeming apathy were inclined to view with ill favor New-York's naval organization, was read here yesterday with interest by naval men.

To a reporter for THE NEW-YORK TIMES William H. Stayton, late Assistant Judge Advocate General of the navy, and at present a Lieutenant commanding a division in the First Battalion of the New-York Naval Reserves, said yesterday that there should be no possible misunderstanding at the Navy Department in regard to the intentions of the First Battalion. Commander J. W. Miller, commanding the battalion, Mr. Stayton said, had informed the Navy Department that the First Battalion did not wish to avail itself this year of the training offered aboard vessels of war. Lieut. Stayton further said that at a recent meeting of a board of officers of the battalion it had been unanimously agreed upon to take the battalion this year for a tour of instruction under its own officers. The board of officers who decided upon this programme had in its number seven officers all of whom were Annapolis graduates. Of the seven officers, said Lieut. Stayton, one had served in the navy twenty years, one fifteen years, and the rest for not less than six years. These officers, he thought, were, from experience, able to judge of the needs of the battalion.

Lieut. Stayton argued that the short time allowed for a cruise on naval ships was entirely inadequate. What the men need, he said, is preliminary instruction, and this instruction could be imparted best, he thought, aboard the New-Hampshire. To send raw Naval Reserve men on a four or five days' cruise on war ships would be like sending, it was argued, to college men unacquainted with the letters of the alphabet.

The First Battalion, Lieut. Stayton points out, is primarily a State organization. It owes its allegiance to the State of New-York. To make the reserves useful, he thought, the battalion should have plenty of instruction in water-front work. It should be able, in the event of riots, to take care of the shipping approaches, and should possess the necessary training to man and handle harbor craft, serve rapid-fire guns, and operate as a landing party when needed as infantry.

The modern war ship, Mr. Stayton points out, demands men who have a nautical training. The First Battalion has not, Mr. Stayton declares, the necessary primary instruction. In consequence of this, the officers of the battalion are convinced that the Navy Department's programme for a short cruise at sea could result in little advantage to the battalion.

In outlining the cruising course of instruction of the First Battalion, Lieut. Stayton said that two divisions will be sent from Oyster Bay to Fire Island, L. I. Each division will proceed overland, carrying its boats. One division will transport boats by means of farm wagons; the other division will transport its boats by rail from Oyster Bay to opposite Fire Island. The object of the march and transportation is to demonstrate that the Naval Reserves can be concentrated in quick time at Fire Island or any other point on the shores of New-York. The Naval Reserve men during this march will be served State rations. The State ration is not as good as the navy ration. It cost about 24 cents a day for each man. The men of the battalion will do their own cooking.

Concerning the statement that the First Battalion had done little or no drilling last Winter, Lieut. Stayton said that until the New-Hampshire was obtained from the Navy Department the battalion had had no place in which to drill. The New-Hampshire was turned over to the battalion by the Navy Department last March. Since that date the Naval Reserves had been enabled to drill as far as their limited outfit would permit. The organization had long been short of small arms and rapid-fire guns.

TRIBUTE TO A BENEFACTOR.

George William Curtis Honored at the Sanderson Academy Dinner.

ASHFIELD, Mass., Aug. 24.—The fourteenth annual "Sanderson Academy dinner" of this town was held to-day and took the form of a memorial gathering in honor of George William Curtis.

It was at Ashfield that Mr. Curtis had his Summer home for over a quarter of a century, and in every good work he identified himself with the town. Particularly was this true of the academy, and it was due to his efforts and those of Prof. Charles Eliot Norton of Harvard University that the academy was given a new lease of life, new buildings, and an endowment fund of $13,000.

Prof. Norton presided at the after-dinner speaking to-day and said in part: "What good cause ever failed of Mr. Curtis's support? He had a social nature, a public spirit, and he had no selfish ends. The good of the community was the cause to which he gave himself. The public interest was for him his own interest and he sought it with an uprightness of purpose, a clearness of vision, a devotion of great gifts, and a steadiness of labor which knew neither weariness nor impatience nor intermission.

"To all this, which may be called public virtue, Mr. Curtis joined, as we all know so well, those noble personal qualities which made him the pleasantest of men. They were traits of character, and they were such that his common intercourse with his fellowmen, with his neighbors and friends, became one of the very best parts of his public service. He made us all not merely happier, but better men. In this place beyond all others his voice, with whose full tones these walks seem yet to resound, will still call on us to make ourselves worthy of companionship with him, not merely by devotion to public ends, but by the cultivation of the sweet amenities of private life.

"I believe that in no heated convention did he ever speak with more noble and inspired eloquence than in this bare room among familiar friends to the little audience gathered at our simple festival. That voice is silent, but the echoes will roll from soul to soul as long as any of us remain to remember him of whose beautiful nature it was the great and beautiful expression."

A. D. Fowler spoke for the citizens and the Rev. Mr. Pease for the clergymen.

President G. Stanley Hall of Clark University, Worcester, said in the course of his remarks: "Mr. Curtis lived from within and was guided by his own personal convictions. Such men are always leaders, and in favorable circumstances may be the heroes of the age. He was both more praised and more abused than most men. All who knew him, however slightly, felt that he was not only a gentleman and a scholar, but an honest and sincere man, and I believe he had no foe so inveterate that in his heart he did not pay him the homage which all men must render to genuineness."

Wayne MacVeagh was introduced as a representative of larger national life and a leader in civil service reform. Mr. MacVeagh said in part: "I thought that my part in this dinner was to pay a simple tribute to George William Curtis. For a quarter of a century I have had a profound admiration for him. The fit words for him have already been spoken. He would have liked your tributes; they have been just and deserved. I recall his first trumpet call to the conscience of his country. His call aroused the young men. His were active virtues. He was in politics only for the good he could do. And who did more? How he struggled for the freedom and for the preservation of the Union.

"He was as truly a hero as Winthrop or Shaw. He hoped that the close of the war would allow him to return to a career of literature alone, but he saw the necessity of espousing the cause of civil-service reform. For it he did noble and valiant work. Truly we can say that he was one of our first citizens. It is with a proud as well as a sad heart that I pay him this tribute to-day."

Joseph H. Choate was unable to be present at the dinner, owing to illness in his family. The Rev. John W. Chadwick of Brooklyn was prevented from attending because of the storm.

ONE DAY'S FIRES IN NEW-YORK.

(From 1:30 A. M. Thursday to 1:30 A. M. Friday.)

5:27 A. M.—245 West Twenty-ninth Street; Andrew Nicholy; damage trifling; cause unknown.

9:50 A. M.—154 Allen Street; Max Markowitz; damage trifling; cause, lamp upset.

2:30 P. M.—250 Second Street (rear;) Moritz Bullner; damage trifling; insured; cause, lamp upset.

4 P. M.—169 Thompson Street; Dominick Fanelli; damage, $15; cause unknown.

7:15 P. M.—33 Pike Street; Harris Goldberg; damage to building, $5; to contents, $15; cause, an oil stove explosion.

8 P. M.—Water and Dover Streets; Metropolitan Telephone Company; damage, $200; cause, explosion of a barrel of kerosene.

8:10 P. M.—New Chambers Street; Andrew De Rosa; damage, $100; cause unknown.

8:40 P. M.—1,842 Second Avenue; damage, $50; insured; cause unknown.

TO-DAY'S SUPPLEMENT CONTAINS

Page 9.

Promoter Pennington's career of swindling.
Dull trading in Wall Street.
Superintendent Byrnes to stop incendiary utterances.
Death of Mrs. Anne Hyde, aged 104.
H. K. Thurber not in hiding.
Oldest military company in America.
Work of the Floating Hospital.
Report on Commercial Bank again delayed.
Wentworth's friend arrested.
Money needed to keep the crèche open.
The case of the Atlanta.
Miss Hastings has repented.
Justice Watson indignant.
Court calendars and referees.

Page 10.

Yesterday's games of baseball.
Commercial Affairs.
The State of Trade and Live Stock markets.
Chicago Produce and Foreign Markets.
Post Office notice.
Railroad, Steamboat, and Shipping advertisements.

NOTICE TO THE PUBLIC.

This morning THE NEW-YORK DAILY TIMES consists of TEN PAGES. Every newsdealer is bound to deliver the paper in its complete form, and any failure to do so should be reported at the Publication Office.

"THE TIMES" IN CHICAGO.

THE NEW-YORK TIMES is for sale at the following places in Chicago:

Wells B. Sizer, 189 State Street.
Palmer House.
The Post Office Depot, 91 Adams Street.
Charles McDonald, 55 Washington Street.
The Auditorium Hotel.
Victoria Hotel.
Grand Pacific Hotel.
Union News Company's stands on Elevated Railroad and at Fair Grounds.
Leland Hotel.
Virginia Hotel.
Tremont House.
Imperial Hotel.
Hotel Wellington.
Hotel Windermere.
Brentano's, 204 and 206 Wabash Avenue.
Columbian News and Novelty Company, Fair Grounds—Casino, Public Comfort Buildings, and Terminal Station.

—MILHAU'S ELIXIR OF CALISAYA is the original. It is a reliable Tonic made from the true bark, thus differing from the imitations.—*Advertisement.*

Husband's Calcined Magnesia.
Four first premium medals awarded. More agreeable to the taste and smaller dose than other magnesia. For sale in bottles only, with United States Government registered label attached, without which none is genuine.
At druggists' and country stores.

E. & W. "Octa." "Shattemuc." E. & W.
Either style if you wear a low collar.

MARRIED.

MURRAY—THOMPSON.—At Larchmont Manor, N. Y., Aug. 23, 1893, Mr. GEO. G. MURRAY to Miss MINNIE E. THOMPSON.

DIED.

Beach, John N., Jr.
Bolles, Nathan.
Lowry, Caroline T.
Parsons, Frederick E.
Wakeman, Mrs. Sarah.

BEACH.—On Wednesday, Aug. 23, 1893, JOHN N. BEACH, Jr., son of John N. and Linnette Nelson Beach, aged 21 years.

Funeral from residence of his parents, 178 South Oxford St., Brooklyn, Saturday morning, Aug. 26, at 11 o'clock.

BOLLES.—On Thursday, Aug. 24, 1893, suddenly, from heart failure, NATHAN, eldest son of Thomas N., deceased, and Matilda G. Bolles, in the 24th year of his age.

Funeral services from the residence of his mother, No. 11 Evergreen Place, East Orange, N. J., on Saturday, the 26th inst., at 4 o'clock. By request of the family friends will kindly omit flowers.

LOWRY.—At Sunapee, N. H., Aug. 17, of heart failure, CAROLINE TILGHMAN, widow of Philip W. Lowry, in the 76th year of her age.

Services and interment at Woodlawn Cemetery. Carriages will be at Woodlawn to meet train leaving Grand Central Depot, Harlem Division, at 2:10 P. M. on Saturday, Aug. 26, 1893.

PARSONS.—At South Egremont, Mass., on Wednesday, 23d inst., FREDERICK E. PARSONS, only son of Julia C. and the late Lewis A. Parsons of Brooklyn.

Funeral from the residence of his mother, 746 St. Mark's Av., Brooklyn, on Friday, Aug. 25, instant, at 3 o'clock.

WAKEMAN.—On Tuesday, Aug. 22, Mrs. SARAH WAKEMAN, in the 85th year of her age.

Relatives and friends are invited to attend the funeral from her late residence, 68 West 52d St., on Friday, the 25th inst., at 11 A. M.

[Official.]

DEPARTMENT OF STATE, WASHINGTON, D. C., Aug. 23, 1893.—Information has been received at this department from Mr. W. D. Tillotson, the Consul General of the United States at Kanagawa, Japan, of the death, on the 10th of July, 1893, at Yokohama, Japan, of John McGuiness, a citizen of New-York City. The legal representatives of the deceased can obtain further information by applying to this department. Per dispatch No. 171, Dated July 22, 1893.

WOODLAWN CEMETERY,
Woodlawn Station, (24th Ward,) Harlem Railroad
Office, No. 20 East 23d St.

Special Notices.

THEY WILL SURELY and positively cure you. CARTER'S LITTLE LIVER PILLS.
This is not talk but truth—Sick Headache cured by CARTER'S LITTLE LIVER PILLS.
Habitual Constipation cured by CARTER'S LITTLE LIVER PILLS.
The bowels strengthened by the use of CARTER'S LITTLE LIVER PILLS.

New Publications.

AN INTERNATIONAL EVENT.

A NEW NOVEL BY THE AUTHOR OF "BEN-HUR."

PUBLISHED TO-DAY,

IN THE UNITED STATES, EUROPE, AND CANADA.

THE PRINCE OF INDIA;

OR,

Why Constantinople Fell.

BY

General LEW. WALLACE.

In two volumes, uniform in style with the one-volume edition of "Ben-Hur." 16mo, Cloth, Ornamental, $2.50; Half Leather, $4; Three-Quarter Leather, $5; Three-Quarter Calf, $6; Three-Quarter Crushed Levant, $8. (In a Box.)

"The Prince of India" is an historical romance. The story begins in 1395; its continuous movement however, is in a period from 1445 to 1453, the date of the conquest of the old Byzantine capital by Mahommed II. The assault and sack of the city and Mahommed's entry into Sancta Sophia forms the catastrophe of the book. Speaking generally, the book is a tale of love, war, and religion. The unities are faithfully observed, and the incidents natural, rapid in occurrence, astonishingly varied, and from first to last subservient to the catastrophe. So true are the scenes to the period that they read as if left to us by a living actor in them; in fact, the result appears in all the realism of a style which gave to "Ben-Hur" a popularity that indicates for the new book an immediate and large demand.

Published by HARPER & BROTHERS, New-York.

☞ *For sale by all booksellers, or will be sent by mail to any part of the United States or Mexico, on receipt of the price.*

FINANCIAL AND COMMERCIAL

TRADING VERY RESTRICTED, BUT PRICES WERE HIGHER.

The Storm Curtails Business—None of the Predicted Failures Occur—Reading Advances on the Prospects of a Determined Effort to Change the Present Management—Northern Pacific Liquidation About Over—The Bank of England Rate of Discount Advanced.

NEW-YORK, THURSDAY, Aug. 24—P. M.

The wind and rain storm of last night played havoc with the telegraph wires, and, as a result, this city was practically cut off from communication with other centres. Consequently there were few outside orders in the market during the morning and business was very dull. Opening prices were below yesterday's final figures, and the tendency in the first half hour was toward a lower level. The persistency with which stories of impending trouble were repeated induced many operators to hold off, awaiting developments, but, as the day advanced without announcements of disaster, there was a return of confidence which was reflected in higher prices. The only foundation for the many rumors of the past few days has been in the difficulty one of the most respected houses in the Street has had in renewing certain of its loans. The collateral the firm owns is of the highest class, but, unfortunately, it is not marketable in the present financial disturbances except at terrible sacrifice. The situation was presented to a number of the leading private bankers of the city. The required assistance was at once forthcoming. On this incident have been based the many wild stories of pending disaster, the rumor mongers, in their ignorance of the identity of the firm, having freely used the names of others in no way involved.

While the total transactions for the day were small, there was a fair amount of activity in the last hour, and the close was at the best prices of the day. The better feeling was due in large measure to the absence of any distressing news and also to an unfounded report that the savings banks of the city had agreed to forego the sixty-day notice of withdrawal which has been in operation for some time.

In only one stock on the list did the trading exceed 10,000 shares, and that one was St. Paul. It opened at 51⅞ and sold up to 53⅛, closing at 53, a net gain of ¾, notwithstanding that the company's gross earnings decreased $117,000 in the third week in August. The comparison, however, was made with abnormally large figures in the corresponding week last year. Compared with the same week in previous years a handsome increase is apparent. Sugar, Chicago Gas, the Grangers, General Electric, Reading, and Western Union all partook in the late improvement and the close was strong.

The advance in Reading was concurrent with the announcement served on the bondholders' committee by Mr. Isaac L. Rice that he had determined to withdraw the securities he and his friends had deposited with them, because of their inaction. Mr. Rice represents, for himself and others, about $14,000,000 of Reading issues, out of the $23,000,000 deposited with the committee, and it is understood to be his intention to ask other holders to join him in securing definite action looking toward a prompt and radical change in the management of the property, so that it may be placed upon an independent business basis.

The strength of Northern Pacific issues was regarded as evidence that the liquidation in them is about over. The advance in the Bank of England rate to 5 per cent had been anticipated and did not have an unfavorable influence on prices. The premium on currency ranged from 1 to 1½ per cent., but the transactions were not large. In the morning 1½ per cent. was bid for gold to arrive, but later in the day the premium fell on lack of demand. The Clearing House issued $300,000 loan certificates.

NEW-YORK STOCK EXCHANGE.

Stocks.

	First.	High.	Low.	Last.	Closing.— Bid.	Closing.— Asked.	Sales.
American Cotton Oil	27⅝	28	27½	28	28½	28¾	790
American Cotton Oil pf	58	58	54¼	55	57½	58½	735
American Express	102	104	102	104	103	108	58
*American Sugar Refining	73¼	74¼	72¼	74¼	74⅜	74⅝	8,577
*American Sugar Refining pf	75	75	75	75	74	75½	150
Atchison, Topeka & Santa Fé	14¾	15¾	14¾	15¾	15⅝	15¾	2,750
Baltimore & Ohio	65¾	65¾	65¾	65¾	63½	66	15
Buffalo, Rochester & Pittsburg	22¼	22¼	22	22	..	..	300
Canada Southern	42	42⅛	42	42⅛	42	43	398
Chesapeake & Ohio	13¾	14	13¾	14	14¼	14½	210
Chicago Gas	48½	50½	48¾	50½	50⅜	50¾	8,626
Chicago & Alton	125¼	126	125¼	126	125	130	90
Chicago & Northwestern	93¾	95¼	93¾	95	95	95¼	1,495
Chicago, Burlington & Quincy	75	76⅜	75	76⅜	76¼	76½	1,740
C., C., C. & St. Louis	32	32	32	32	32½	33	320
Chicago, Mil. & St. Paul	51⅞	53⅛	51½	53	52⅞	53	12,790
Chicago, Mil. & St. Paul pf	109	109	109	109	109¾	111	128
Chicago, Rock Island & Pacific	57	58½	56¾	58	58⅛	58½	3,275
Columbus, Hock. Val. & Toledo	14	14	14	14	14	14½	100
Consolidated Gas Company	118	118	117	117	117	119	135
Delaware & Hudson	110	110	109⅝	110	110	111	420
Delaware, Lack. & Western	134	134	133¾	134	133½	134	1,260
Denver & Rio Grande	9	9	8¾	8¾	9¼	10	800
Denver & Rio Grande pf	27¼	27¼	27	27	27	28	405
Distilling & Cattle Feeding	20	21¼	19¼	21¼	21	21½	3,375
East Tenn., Virginia & Georgia	¼	¼	¼	¼	¼	⅜	400
Edison Electric Illuminating	78	79	75	79	77	78	515
Evansville & Terre Haute	90¼	90¼	90¼	90¼	87	93	100
General Electric	37¾	39⅜	37⅜	39	38¾	39	7,550
Great Northern pf	100¼	100¼	100¼	100¼	100	104	100
Iowa Central	5¾	5¾	5¾	5¾	5½	6½	100
Laclede Gas pf	53	53	53	53	47	52	100
Lake Erie & Western	13	13	13	13	13	14	240
Lake Erie & Western pf	58	58	58	58	57½	58½	100
Lake Shore	113¾	114	113¾	114	113½	114½	875
Louisville & Nashville	52½	54	52½	54	53⅞	54⅛	1,478
Louisville, New-Albany & Chicago	9¾	9¾	9¾	9¾	9½	10½	180
Louisville, N. A. & C. t. r.	10½	10½	10	10½	..	..	300
Manhattan Consolidated	111½	111½	111¼	111¼	112¾	113¼	2,270
Missouri Pacific	20¼	21	20⅛	21	20¾	21	1,340
Missouri, Kansas & Texas	9¾	10⅛	9¾	10⅛	10	10¼	210
Missouri, Kansas & Texas pf	15	15	14¾	14⅞	14¾	15¼	820
Nashville, Chat. & St. Louis	60	60	60	60	58	65	50
National Cordage, 1st as. paid	8	8	8	8	8¼	8½	200
National Cordage, 2d as. paid	14	14	14	14	..	..	100
*National Lead Company	24½	25½	24½	25½	25¾	26	415
*National Lead Company pf	61	61	61	61	61½	63	329
National Linseed Oil	15¼	15¼	15¼	15¼	15	16	200
New-Jersey Central	93¼	93¼	93¼	93¼	94	96	160
New-York Central	97¾	97¾	97¾	97¾	97¾	99	379
New-York & New-England	18¾	19½	18½	19½	19¼	19½	1,050
New-York, Chicago & St L 1st pf	52¼	52¼	52¼	52¼	52¼	55	20
New-York, Lackawanna & Western	99¼	99¼	99¼	99¼	..	..	100
New-York, Lake Erie & Western	12	12⅛	12	12⅛	12	12¼	265
New-York, Sus. & Western	10¼	10¾	10¼	10¾	10¾	11	600
New-York, Sus. & Western pf., new	38	38	38	38	38	39	120
Northern Pacific	4¼	4¼	4⅛	4¼	4¼	4½	1,650
Northern Pacific pf	18¾	19¾	18¾	19¼	19	19¼	640
Ontario & Western	13	13¼	13	13	12⅞	13¼	345
Peoria, Decatur & Evansville	6½	7	6½	7	6¾	7½	200
Philadelphia & Reading	13⅜	14¾	13¼	14⅝	14½	14⅝	4,924
P., C., C. & St. L. pf	42	42	42	42	41½	46	125
Pullman Palace Car Co	142½	144	142½	144	143	145	510
Rensselaer & Saratoga	155	155	155	155	150	160	20
Richmond & West Point pf., t. r.	10½	10½	10	10½	10	13	700
Rome, Watertown & Ogdensburg	100	100	100	100	99	103	170
St. Paul & Duluth pf	90	90	90	90	89	92	213
St. Paul & Omaha	28⅞	28⅞	28	28	28⅝	28¾	225
St. Paul & Omaha pf	97	97	97	97	97	100	105
Southern Pacific	18½	18¾	18½	18¾	18½	19	200
Tennessee Coal & Iron	11½	11⅝	11½	11⅝	11⅝	12	400
Texas Pacific	5	5⅛	5	5⅛	5⅛	5¾	530
Tol., Ann Arbor & North Michigan	7	7	7	7	7	7½	200
Union Pacific	18	19	18	19	18¼	19	360
U. P., Denver & Gulf	5	5	5	5	5	6	100
United States Rubber pf	56	57	56	57	55	60	200
Wabash	6¾	6¾	6⅝	6⅝	6¾	7	315
Wabash pf	13¾	13⅞	13¾	13⅞	13¾	14	410
Western Union Telegraph	76¼	77⅝	76	77⅝	77⅝	77¾	6,307
Wheeling & Lake Erie	11	11¼	10	11¼	10	11	1,050
Wheeling & Lake Erie pf	38½	38½	37½	37½	34	38	490
Wisconsin Central	5¼	5¼	4¾	4¾	4¾	5½	125
Total sales							90,122

*Unlisted.

Mortgages.

	First.	High.	Low.	Last.	Sales.
Alt.& T.H. 2d pf.	90	90	90	90	$12,000
Am. Cot. Oil 8s	105	105	105	105	2,000
At., T. & S.Fé 4s	69½	69½	69½	69½	20,000
At., T. & S. Fé 2d 2½-4s, A	34	34	34	34	10,500
At. & Pac. inc	5	5	5	5	3,000
*At. & Pac. 4s	48½	48½	48½	48½	4,000
B.,B.& P.gen.5s	97	97	97	97	1,000
B., C. R. & N. 1st	95	95	95	95	1,000
C. of N. J. cn. 7s of 1899	111	111	110½	110½	15,000
C. of N. J. gen.5s	105	105	105	105	1,000
C. & O. gen. 4½s	61¾	61¾	61¾	61¾	2,000
Ches. & O. cn.5s	91½	91½	91½	91½	1,000
C. & O., R. & A. 1st cn. 2-4s	70	70	70	70	9,000
Chi. & N. P. 1st	36¼	38¼	36¼	37¾	168,000
C., B. & Q., Ia.4s	86	86	86	86	2,000
C.,B.&Q.,Neb.4s	81	81	79¾	79¾	14,000
C., B. & Q. 7s	113½	113½	112⅝	112⅝	31,000
C., St. L. & N. O. 1st cn. 7s	106	106	106	106	5,000
C., St. L. & N. O. Memp. 1st	95¼	95¼	95¼	95¼	13,000
Col. & H. Val. 5s	75½	75½	75	75	5,000
Den. & Rio G. 4s	73	73	73	73	5,000
Edison Elec. Ill. of N. Y. 1st	96½	96½	94¼	94¼	6,000
Eliz. & Big S.1st	90	90	90	90	10,000
Erie 2d cn	64¾	64¾	64¾	64¾	2,000
Han. & St. J. cn	109½	109½	109½	109½	2,000
Kan.& T.1stg.4s	69¾	69¾	69¾	69¾	3,000
Kan.& T.2d g.4s	32⅝	32⅝	32⅝	32⅝	1,000
Knox.& Ohio 1st	92½	92½	92½	92½	1,000
Lake S. 2d. cn., c	115½	115½	115½	115½	5,000
Long Island 5s	90	90	90	90	1,000
Met. Elev. 1st	111¼	111¼	111	111	6,000
Met. Elev. 2d	102	102	101	101	11,000
Mich. Cent. 7s	114	114	113	113	11,000
M. & N. 1st, 1910	103	103	103	103	2,000
M. & Ohio gen. 4s	45⅛	45⅛	45⅛	45⅛	10,000
N. Y. C. ext. 4s	97½	97½	97½	97½	1,000
N. Y., C. & St. L. 1st	90½	90½	90½	90½	3,000
N. Y. Elev. 1st	107⅛	107⅛	107⅛	107⅛	2,000
N. Y., O. & W. rfdg. 4s	77	77	77	77	2,000
†North. Pac. 1st,c	100	100	100	100	27,000
North. Pac.cn.5s	25½	28	25½	28	308,000
Ore. Imp. cn. 5s	35	38	34	38	18,000
Peo. & East. 1st	60	60	60	60	12,000
Read. 1st pf. inc	23	23	23	23	15,000
Read. 2d pf. inc	14¾	16¾	14¾	16¾	55,000
Read. 3d pf. inc	12¼	13½	12¼	13½	67,000
Read. def. inc	3	3¼	3	3¼	20,000
Read. gen. 4s	61	62	60¾	62	19,000
R. & W. P. T. col. tr. 5s, t. r	15¾	15¾	15¾	15¾	20,000
Rio G. W. 1st	55	55	52	52	25,000
Rock Island 5s, c	89	89	88⅞	89	10,000
‡R., W. & O. cn	104¾	104¾	104¾	104¾	6,000
St.L.& S. F.cn.4s	49	50	48¾	50	22,000
St. L., K. C. & N. St. Chas. Brdg	100	100	100	100	3,000
St. P. & Om. cn	110	110	110	110	1,000
St. Paul 1st 8s	109	109	109	109	8,000
St. Paul term. 5s	98¼	99	98¼	99	21,000
St. P. 1st, D. & G. 5s	100	100	100	100	16,000
St. P. 1st, H. & D. 7s	110½	110½	110½	110½	5,000
St. P., M. & M. 1st Dakota	109½	109½	109½	109½	5,000
St. A. & A. P. 4s	56	56	56	56	1,000
Tex. Pac. 1st 5s	60	60	59½	59½	5,000
Tex. Pac. 2d inc	14¼	14¼	13⅜	13⅜	48,000
T.,St.L.&K.C.1st	49¾	49¾	48	48	3,000
Union Pac. s. f	98	98	98	98	3,000
Wabash 1st	95⅜	95½	95⅜	95½	8,000
W. U. col. tr. 5s	95	95	95	95	5,000
West Shore 4s, c	94½	94½	93½	93⅞	9,000
West Shore 4s, r	92⅛	92⅛	92⅛	92⅛	1,000
Total sales					$1,151,500

*Seller 20 flat. †Including $25,000 at 100¼, seller 35 flat. ‡Including $5,000 at 104¼, seller 20 flat.

Bid and Asked Quotations.

The following were the closing quotations for stocks in which there were no transactions:

	Bid.	Asked.
Adams Ex	130	140
Alb. & Sus	148	155
Alt. & T. H.	7	20
Amer. Coal	60	90
Am. Dis. Tel.	25	45
Am. T. & C	71	75
*Amer. Tob	58	60
Amer. T. pf	78½	81
At. & Pac	1½	2¾
Bruns. Co	3	5
B. R. & P. pf	..	70
B., C. R. & N.	30	..
Can. Pac	70¾	71¾
Central Pac	17½	18½
Chi. & E. Ill.	51	..
C. & E. I. pf	86	90
Clev. & Pitts.	140	..
C. C. & I. Dev.	8½	10
C. Fuel & I	18	20
Col.&H.Coal	5¾	6¼
C., H. V. & T. pf	55	60
Com. Cable	100	150
Con. Coal	22	30
D. M. & Ft.D.	4	7
D. M. & Ft. D. pf	10	30
*D., S. S.& A.	6	7½
*D., S. S. & A. pf	13	18
E. T., Va. & Ga. 1st pf	5	10
E. T., Va. & Ga. 2d pf	..	1
F. & P. M	..	12
G.B.&W.,t.r.	5¼	6½
Homestake	10½	..
H. & Texas	1½	2½
Ill. Cent	90	93
Ill. Cent. l. l.	88	..
Iowa C. pf	17	19
Laclede Gas	9¾	10½
Long Island	92	98
L., St. L.&T.	2	9
Man. Beach	3	5
Md. Coal pf	40	60

	Bid.	Asked.
M.&St.L.,t.r.	8	10
M.& St. L.pf., t. r.	20	25
Minn. Iron	..	60
Mobile & O	11¼	13
Nat. Starch	7	8¾
New Cent. C.	6	8
N. Y.& N.H.	175	185
N. Y.& N. pf.	8½	9½
N.Y.C.&St.L.	10¾	11½
N.Y.,C. & St. L. 2d pf	19	21
N. Y., L. E.& W. pf	24	25
Norfolk So	47	..
N. & W. pf	20	20½
North Am	3⅞	4
Ohio South	23	35
Ont. Mining	7	9
Oregon Imp	..	13
Ore. R. & N.	33	38
O.S.L.&U.N.	7	10
Pac. Mail	9¾	10¼
Penn. Coal	..	300
Peo. & East.	3	8
P. & W. pf	24	28
P., C., C. & St. L	11	13
P.,F. W. & C.	140	..
Quicksilver	1½	2½
R. & W.P., 1st ass. pd	⅛	¼
R. & W. P., 2d ass. pd	1	1⅜
St. L. South	95	..
St. L. S. W	4	4½
St. L. S.W.pf.	7	8
St. P. & Dul.	20	23
St. P., M. & M	98	100
Sil.bul. certs.	75	..
T. & Ohio C	..	30
T. & O. C. pf	..	65
U. S. Ex	42	48
U. S. Rubber	18	20½
W'lls-Far.Ex.	120	128

*Unlisted

CONSOLIDATED EXCHANGE.

Stocks.

	First.	High.	Low.	Last.	Sales.
Am. Cotton Oil	27⅞	27⅞	27½	27¾	380
Am. Sugar Ref	73	74½	72⅜	74½	3,270
At., T. & S. Fé	14⅞	15⅝	14¾	15⅝	500
Can. Southern	42⅛	42⅛	42⅛	42⅛	100
Ches. & Ohio	14	14	14	14	100
Chi. Gas Co	48½	50½	48⅜	50½	2,820
Chi., R. I. & Pac.	57⅜	58⅜	56⅞	58¼	4,630
Chi., Bur. & Q	75	76½	75	76½	1,470
Chi., M. & St. P	51⅞	53⅛	51⅛	53	15,470
Chi. & N. W	94	94⅜	94	94⅜	250
C., St. P., M. & O.	28	28	28	28	100
Den. & R. G. pf	27⅛	27⅛	27⅛	27⅛	100
Del. & Hudson	109¾	109¾	109¾	109¾	100
Distilling & C. F.	20⅛	21⅜	19½	21⅜	2,770
General Electric	37⅞	39⅜	37⅞	39	1,720
Lake Shore	113¾	114	113¾	114	200
Louis., N., A. & C.	11	11	11	11	200
Louis. & Nash	53⅝	53⅝	53⅝	53⅝	20
Manhattan	111⅛	111⅛	111⅛	111⅛	100
Mo., K. & T. pf	14⅞	14⅞	14⅞	14⅞	100
Missouri Pacific	20⅝	20⅝	20¼	20¼	140
N. Y. & N. E	19	19¾	19	19⅝	1,260
N. Y., Ont. & W	13¼	13¼	13¼	13¼	200
North. Pacific	4⅛	4⅛	4⅛	4⅛	300
North. Pacific pf	19½	19⅝	19⅜	19⅜	100
Peo., D. & Ev	6⅞	7	6⅞	7	200
Phila.& Reading	13⅜	14¾	13⅜	14⅝	6,560
Tenn. C. & I	11½	11½	11½	11½	100
Texas Pacific	5⅛	5⅛	5⅛	5⅛	200
Western Union	76	77⅞	75⅞	77⅞	1,840
Wabash	6¾	6¾	6⅝	6⅝	300
Wheel. & L. E	10½	11⅛	10¼	11⅛	400
Wheel. & L.E.pf	38¼	38¼	37¾	37¾	250
Total sales					46,250

Bonds.

	First.	High.	Low.	Last.	Sales.
At., T. & S. Fé 2d, A	34	34	34	34	$5,000
Chi., B. & Q. cn	113⅝	113⅝	113⅝	113⅝	2,000
Chi. & N. P. 5s	36¼	36⅝	36¼	36⅝	15,000
Erie 2d cn	64¾	64¾	64¾	64¾	5,000
Hock. Valley 5s	75½	75½	75½	75½	3,000
Kansas City 1st	50	50	50	50	3,000
Met. El. 1st	111¼	111¼	111¼	111¼	2,000
Met. Elev. 2d	102	102	102	102	2,000
Mob. & O. gen	45¼	45¼	45¼	45¼	2,000
North. Pac. 1st	100⅛	100⅛	100⅛	100⅛	2,000
North. Pac. 5s	26⅛	27½	26⅛	27½	50,000
P. & East. 1st	60⅛	60⅛	60⅛	60⅛	2,000
P. & Read. 4s	61	61	61	61	5,000
P. & R.2d pf. inc	15½	15¾	15½	15¾	15,000
P. & R.3d pf. inc	12⅝	12⅞	12⅝	12⅞	25,000
Rock Isl. 5s, c	89	89	89	89	5,000
Wabash 1st	95½	95½	95½	95½	5,000
Total sales					$148,000

FOREIGN AND DOMESTIC EXCHANGE.

The foreign exchange market was dull and firm. The posted rates for sterling were reduced to $4.83½ for 60-day bills and $4.88½ for demand. Actual business was done at $4.82@$4.82½ for 60-day bills, $4.87@$4.87½ for demand, $4.88¼ for cable transfers, and $4.80½ for commercial.

In Continental, francs were quoted at 5.22½ for long and 5.20 for short, reichsmarks at 94¼ and 95¼, and guilders at 40¼ and 40½.

Domestic exchange on New-York was quoted as follows: Savannah—Buying, ½ off; selling, par. Charleston—Buying, ⅛@¼ discount; selling, par. New-Orleans—Commercial, $1.50 discount; bank, par. Chicago—$5 discount. Boston—New-York funds, $1@$1.50 premium for cash. Philadelphia—New-York exchange, 1½@1¾ ₱ cent. San Francisco—Sight, par; telegraph, 10. St. Louis—$3.50 discount.

THE MONEY MARKET.

The money market was quiet. Call loans ranged at 2@6 ₱ cent. The last loan was made at 2 ₱ cent.

Time money continued firm. The demand is urgent at rates which would pay the lender from 15 to 21 ₱ cent., regulated according to time and based upon 6 ₱ cent. ₱ annum and a commission.

There was no change in the commercial paper market. The supply is large, but there are no buyers. Nominal rates are 12@15 ₱ cent.

Clearing House exchanges were $60,180,977 and balances $2,877,006. The Sub-Treasury's debit balance was $68,163.

In London call money was 2½@3 ₱ cent. Short and three months' bills were quoted at 4½.

The Clearing House issued $300,000 additional loan certificates. The total amount now outstanding is $38,180,000.

The Bank of England advanced its rate of discount from 4 ₱ cent. to 5 ₱ cent.. The bank lost £437,000 in bullion, and the percentage of reserve to liabilities became 44.96, against 43.49 last week.

SILVER STATISTICS.

Silver bullion certificates not quoted to-day. There were no sales.

The commercial price of bar silver was 74¾c. Mexican dollars were quoted at 59c.

The Mercantile Safe Deposit Company reports silver on hand, 161,053 ounces; deposited, none; withdrawn, none. Total certificates outstanding, 160.

In London bar silver sold at 34⅝d.

CHANGES IN STOCKS.

ADVANCED.

At., Top. & S. F.	¾	Lake Shore	⅞
Chicago Gas	1⅞	Manhattan	1⅛
Chicago & Northw	⅞	N. Y. & New-England	¾
Chi., Mil. & St. P.	¾	Phila. & Reading	1¼
Chi., R. I. & Pac	¾	St. P. & Omaha pf	3
Distilling & Cattle F.	1⅛	Union Pacific	1⅜
General Electric	1	U. S. Rubber pf	2
Laclede Gas pf	5	Western Union	1⅛

DECLINED.

American Cot. Oil pf	3½	National Linseed Oil	¾
Canada Southern	⅞	N. Y., Sus. & W. pf., n.	¾
Denver & Rio Grande	1⅜	Rome, W. & Og	1
Edison Elec. Ill.	6	St. P. & Duluth pf	5½
Lake Erie & Western	¾	St. P. & Omaha	1⅛
L., N. A. & Chi	1½	Wheel. & L. E.	1⅜
National Lead pf	1⅜	Wheel. & L. E. pf	3½

BIDS FOR BANK STOCKS.

Chase National	400	Manhattan	175
Chemical	3500	Mechanics'	160
City	400	Metropolitan	3
Corn Exchange	240	Metropolis	445
Fifth Avenue	1500	Nineteenth Ward	135
First National	2000	National Bank N. A.	150
First National of S. I.	110	Seaboard National	173
Fourth National	175	Tradesmen's	100
Greenwich	140	Western National	107
Importers & Traders'	500		

RAILWAY AND OTHER BONDS.

The railway mortgage market was dull and irregular. Northern Pacific and Reading issues were prominent. The principal changes were:

ADVANCED.

Chi. & North. Pac. 1st	1¾	Reading 2d pf. inc	2½
C,St.L.&N.O.1st cn.7s	3	Reading 3d pf. inc	1¼
Eliz., Lex. & B. S. 5s	1	Reading gen. 4s	1¼
North. Pac. cn. 5s	2½	St. P. 1st, D. & G.S. 5s	1
Oregon Imp. cn. 5s	3		

DECLINED.

At., T. & S. F. 2d, A	2	Metropolitan El. 2d	1
Buff., Roch. & P. gen	1	Michigan Central 7s	1½
Bur., C. R. & N. 1st	2½	R. & W. P. 5s, t. r.	1¾
C. & O. 1st, R. & A. cn. 2-4s	4	Rio Grande W. 1st	11
Chi., B. & Q., Iowa 4s	1	St. P. 1st, H. & D. 7s	2½
Chi., B. & Q., Neb. 4s	1¾	San A. & Ar. Pass 4s	4
Edison El. Ill. 1st	2¾	Tol., St. L. & K.C. 1st	2
Long Island 4s	2⅛	Union Pacific s. f	2

Government bonds were firm. The 2s advanced 2 ₱ cent. to 97. The sales on call were $11,000 4s coupon at 111⅝@112. The following were the closing quotations:

	Bid.	Asked.		Bid.	Asked.
2s, 1891, r	97	....	Cur. 6s, 1896	104	....
4s, r	111½	112½	Cur. 6s, 1897	107	....
4s, c	111½	112½	Cur. 6s, 1898	109	....
Cur. 6s, 1895	102		Cur. 6s, 1899	111	....

RAILWAY EARNINGS.

	1893.	Increase.	Decrease.
Missouri Pacific—			
3d week Aug	$383,000	......	$197,000
From Jan. 1	15,690,973	......	515,922
Pitts. & Western—			
3d week Aug	44,534	......	1,790
3 weeks Aug	139,716	$742	......
St. Paul—			
3d week Aug	520,820	......	117,718
Wheeling & Lake Erie—			
3d week Aug	29,477	192	......

ANTHRACITE COAL STATISTICS.

Statement of shipments of anthracite coal (approximated) for the week ended Aug. 19, 1893, compared with the corresponding period last year:

Regions.	Aug. 19,'93.	Changes.	
Wyoming, tons	381,563	Dec.	40,920
Lehigh, tons	122,464	Dec.	5,424
Schuylkill, tons	200,665	Dec.	17,902
Total, tons	704,697	Dec.	64,264
Total for year to date, tons	26,411,382	Inc.	1,081,961

OUTSIDE SECURITIES.

(Reported by Messrs. Tobey & Kirk, 8 Broad Street.)

	Bid.	Asked.
*American Bank Note	..	49
American Surety	150	180
*American Type Founders' pf	..	80
Atlantic Mutual Ins. scrip of '93	98	102
†Atlantic Trust	235	285
Bond & Mortgage Guarantee	..	105
†Broadway Insurance	..	120
Broadway & Seventh Avenue	160	..
Broadway & Seventh Avenue 1st	98	..
Broadway & Seventh Avenue 2d	90	..
Broadway Surface 1st 5s	97	..
Broadway Surface 2d	85	96
Brooklyn City Railroad	123	127
Brooklyn Elevated	18	21
Brooklyn Traction	15½	18½
Brooklyn Traction pf	..	70
California Pacific stock	6	8½
Central Cross-Town	140	..
Central Park, North & East River	..	146
Central R.R.& Banking Co.of Ga. 1st 7s	100	104
Central Trust	900	980
Central N. J. Land & Improvement	..	75
Celluloid	85	..
Consolidated Electric Storage	½	3
Continental Trust	145	155
Dry Dock, East Broadway & Battery	..	130
Detroit, Hillside & S. W., (4 ₱ cent. L. S.)	..	88
†Equity Gas of Williamsburg 5s	29	39
Equitable Gas, New-York	147	152
Equitable Gas 1st 6s of New-York	102	106
†Eighth Avenue	240	265
Farmers' Loan & Trust	..	710
42d St., Manhattan & St. Nicholas Av	..	70
*42d St., Manhat. & St. Nicholas Av. 1st	107	..
42d St., Manhat. & St Nicholas Av. 2d	..	64
Gold & Stock Telegraph	94	100
†Georgia Pacific 1st	..	88
Georgia Pacific 2d	..	36½
Herring-Hall-Marvin pf	77	85
Hecker-Jones-Jewell Milling pf	..	90
*Int. & G. N. 1st coupon scrip	90	..
†Iron Steamboat	..	13½
Iron Steamboat bonds	60	70
Journeay & Burnham	55	68
Journeay & Burnham pf	..	99
Kings County Elevated	..	12
Kings County Elevated 2d	..	39
Long Island Traction	15	15¾
Mutual Gas, New-York	130	137
†Manhattan Elevated 4 ₱ cent. scrip	85	88
†Madison Square Garden stock	..	15
Metropolitan West Side 5s	60	72
Mexican National Construction pf	7	12
New-Jersey & New-York Railroad	1	..
National Union Bank	150	185
New-Orleans Pacific land grant	15	..
New-York, Lackawanna & Western	98	105
New-York, New-Haven & Hartford	..	185
New-York, N. H. & H. con. deb. 4s, (25 ₱ cent. paid)	..	56
New-York Guaranty & Indemnity	245	284
N. Y. & N. J. Telephone	85	90
Northwestern Telegraph	100	..
†New-York Biscuit	18	22
New-York Loan & Improvement	..	53
New-York Security & Trust	200	230
Old Dominion Steamship	..	80
Oregon Pacific Railroad 1st	5	..
Pratt & Whitney pf	..	81
Pennsylvania Coal	..	275
Pacific & Atlantic Telegraph	50	..
Postal Telegraph & Cable	40	52
*Standard Oil Trust	125	127
Standard Gas	..	38
Standard Gas pf	74	78
Second Avenue Railroad 1st 5s	100	..
†Second Avenue Railroad	95	105
State Trust	195	220
Staten Island	55	60
Southern & Atlantic Telegraph	75	..
Southern National Bank	..	99
Staten Island Rapid Transit 1st 6s	..	108
Third Avenue Railroad	..	140
Third National Bank, New-York	..	108
Toledo, Ann Arbor & North. 1st cn. 5s	28	48
Toledo, St. Louis & Kansas City	1	4
Toledo, St. Louis & Kansas City pf	..	14
Thurber-Whyland pf	20	30
Trenton Potteries pf	..	89
Terre Haute & Indianapolis	110	..
Terre Haute & Logansport	22	..
Title Guarantee & Trust	155	170
United States Mortgage	140	153
Union Ferry	..	46
‡Union Ferry 1st 5s	..	95
Union Railway stock ("Huckleberry")	110	130
Union Railway 5s ("Huckleberry")	90	100
Union Elevated 2d	39	44
United States Trust	..	825
Valley Railroad (Ohio) 1st 7s	..	105
Wagner Palace Car	105	112
Winona & Southwestern 1st	..	48
Winona & Southwestern	2	4

*Ex dividend. †Nominal. ‡With interest.

THE COMMERCIAL SITUATION.

Lower and Depressed Markets—Trading Moderate.

The Produce Exchange markets were lower with the West, with cables depressed, and considerable local realizing, wheat closed at a loss of ¾@⅛c and corn at ⅜@½c decline for the day.

Cotton was forced for sale, chiefly of August and September, on account of loans being called, and the close was at 8@20 points below yesterday.

Coffee made a slight gain early on reports of cholera in Rio, but the close was at 10 points advance to 10 points decline.

PHILADELPHIA PRICES.

PHILADELPHIA, Aug. 24.—The market has been strong all day, with distinctly improved feeling. The Traction stocks recovered yesterday's losses and were in demand at higher figures. Late in the day Reading took a spurt on a rumor that the parties controlling Jersey Central and Delaware, Lackawana and Western would turn up as the owners of Reading. Lehigh Valley recovered 2½ ₱ cent., in sympathy with Reading. It is believed that the liquidation in this stock is over for the time being. The demand for currency has almost entirely ceased, and it is only the notes of the smallest denominations that are in demand. New-York exchange is very dull. The total sales of stocks were 10,729 shares, of which 4,832 were in Reading, 1,368 in Pennsylvania, 1,100 in Lehigh Valley, 600 in Philadelphia, and 588 in Metropolitan Traction.

Dick Brothers & Lawrence, 30 Broad Street, New-York, report closing prices as follows:

	Bid.	Asked.		Bid.	Asked.
Balt. Trac	17	17¼	North. P. pf.	19¼	19½
H. & B. T	..	33	Penn	48⅝	48¾
H. & B. T. pf.	..	47	Penn. Steel	..	75
Ins.C.ofN.A.	..	19	Peo. Trac	8	10
Lehigh Nav.	46	46½	Phil. Trac	68½	69½
Lehigh Val.	31	31¼	Phil. & Erie.	22	..
Met. Trac	78	79	Reading	7¼	7 5-16
Minehill	62	62½	Roch. R.	..	54
New. P. 5s	80	82	U.Co'sofN.J.	..	216½
North. Cent.	67½	68	W.N.Y.&P.	4	4⅞
North. Pac	4¼	4½			

CHICAGO STOCK MARKET.

CHICAGO, Aug. 24.—On the Stock Exchange to-day West Chicago sold at 105@106; North Chicago, 160¼@161½; Diamond Match, 105; Street's, 17½. Money, 7 ₱ cent. Bank clearings, $10,488,213. New-York exchange, $5 discount.

TREASURY BALANCES.

WASHINGTON, Aug. 24.—The statement of the United States Treasurer showing the classified assets of the Treasury and demand liabilities to-day is as follows:

ASSETS.

Gold coin and bullion	$179,472,840
Silver dollars and bullion	330,412,809
Silver dollars and bullion, act July 14, 1890	149,513,822
Fractional silver and minor coin	13,236,537
United States notes	15,281,899
United States Treasury notes	5,120,027
Gold certificates	1,386,700
Silver certificates	2,379,350
National bank notes	3,144,277
Deposits with national bank depositories:	
General account	12,795,634
Disbursing officers' balances	3,949,591
Total	$716,693,486

LIABILITIES.

Gold certificates	$82,470,189
Silver certificates	330,242,504
United States Treasury notes	150,399,280
Currency certificates	5,795,000
Disbursing officers' balances, agency accounts, &c	38,832,277

The receipts from internal revenue to-day were $390,088, from customs $587,466, and miscellaneous $26,335.

The national bank notes received to-day for redemption amount to $85,295.

TREASURY NOTES FOR BONDS.

Hearing on Representative Johnson's Bill—Strong Opposition to It.

WASHINGTON, Aug. 24.—For two and a quarter hours this morning the House Committee on Banking and Currency discussed Representative Johnson's bill providing for the exchange of Treasury notes for Government bonds. The committee then adjourned until next Tuesday, when the author of the bill hopes that decisive action may be takenup on it.

The bill encountered the opposition of Messrs. Sperry of Connecticut and Warner of New-York, who argued that the scheme opened a new channel for the depletion of the gold holdings of the Treasury. They said that if the bill became a law, holders of bonds would exchange them for Treasury notes and then demand gold for the notes.

To this Mr. Johnson responded that the only occasion that would induce holders of bonds, themselves redeemable in gold and commanding a premium, to exchange them for currency of any kind, would be just such an emergency as is now upon the Nation, when there was a currency famine. Notes were much more convenient, safe, and economical to handle, and serving every desired purpose better than gold, it was a far-fetched objection that gold would be demanded for them.

Mr. Brosius of Pennsylvania had a substitute for Mr. Johnson's bill, which he had presented for the consideration of the committee. It proposed to authorize the Secretary of the Treasury to issue notes in exchange for gold coin. To this Mr. Johnson said he had no objection as an independent measure, but it did not, in his opinion, meet the case. People who had gold did not have to send to Washington for notes in order to pay their debts. The gold itself would do that. But people who held bonds, especially if they were of large denominations, could not with them discharge their obligations. Further, Mr. Johnson believed there was already sufficient warrant of law for the exchange of notes for gold. Mr. Johnson's bill was advocated by Messrs. Walker, Hall, (Mo.,) and Springer, while Mr. Cox favored it, with the substitution of some other form of note than Treasury notes. Messrs. Sperry and Warner supported the substitute proposed by Mr. Brosius.

Two of the Girls Remain with Mrs. Lake.

NEW-BRIGHTON, S. I., Aug. 24.—The contest between Mrs. Emily Lake, the second wife of Editor Carson Lake, and the grandmothers, for the possession of Mr. Lake's five daughters by his first wife, was ended to-day by the surrender of the three youngest by Mrs. Lake. The two elder daughters preferred to remain with their stepmother and were very emphatic in the expression of that preference.

A condition of the settlement is that all proceedings will be withdrawn by Mrs. Mayo and Mrs. Helfer, the grandmothers, and Mrs. Lake will be subject to no further molestation. The three younger girls did not want to leave Mrs. Lake. They will be taken to Ohio at once by the grandmothers.

ON THE LONDON EXCHANGE.

Bank of England Raises Its Rate to 5 Per Cent. to Protect Its Gold.

Special Cablegram to the New-York Times.

LONDON, Aug. 24.—The London Stock Exchange does not often permit itself to indulge in cheers, least of all at news of dearer money, but to-day the announcement that the Bank of England had raised the rate to 5 per cent. was greeted with loud applause.

The best explanation of this is that while everybody recognizes that America is bound to draw gold her way, there is deep satisfaction over the move, which is likely to conserve English gold and force the Bank of France to furnish the export sums.

There was much good feeling on the Exchange to-day, but very little business. It seemed to be the general idea that the rise in the value of money altered everything else, and there was consequent caution and inaction, making an extremely dull market.

Americans fell off pretty generally, New-York Central and Denver leading the decline, and with the exception of the Central Argentine Railway nothing else, domestic or foreign, escaped either loss or stagnation.

American railway securities were weak in the London market. The principal changes were: *Declined*—Louisville and Nashville, 1, to 54¾; Union Pacific, ⅜, to 18½; Canadian Pacific, ⅜, to 73⅛; Atchison, ¼, to 15⅜; St. Paul, ¼, to 53½; Erie, ⅛, to 12⅛; Reading, ⅛, to 6⅞, and Ontario and Western, ⅛, to 13⅜. Lake Shore sold at 117, Northern Pacific preferred at 19½, Wabash preferred at 14¼, Illinois Central at 92, and Kansas and Texas at 10⅝. British consols were quoted at 97⅝ for money and 97 11-16 for account.

WORK IN CONVENT PRAISED.

Ohio Citizens Visit Good Shepherd Institution and Make a Report.

COLUMBUS, Ohio, Aug. 24.—Father Moitner, Chaplain of the Convent of the Good Shepherd, who supported the recent public criticisms of that institution, has left his post, and his absence is the subject of considerable comment. It is supposed that he left because he was not in sympathy with the administration.

A committee of citizens has visited the institution at the request of Bishop Watterson. The committee consisted of Gen. J. Beatty, President of the Citizens' Savings Bank; Thomas E. Powell, lawyer and once a Democratic candidate for Governor; E. O. Randall, attorney; Capt. Alfred E. Lee, a former secretary to Gen. Grant; E. L. De Witt, an attorney; Dr. J. F. Baldwin, and Dr. G. A. Doren, Superintendent of the Institution for Feeble-Minded Youths.

Bishop Watterson accompanied the committee to the convent, and then every apartment was visited and conversation had with the inmates of all classes. The committee in its report goes into details as to the establishment of the institution and its work since 1865, when the classes were taught in another dwelling on Spring Street.

The committee is unanimous in its finding that the convent is conducted on humane principles and for a good purpose, and that, while strict obedience is insisted upon, the discipline is not harsh. The instruction is about that which is given to children of like ages in the public schools. The committee most earnestly invokes in behalf of the Christian workers the sympathy and good will of all citizens, regardless of their religious belief.

Gov. Stone Will Not Be Hasty.

DENVER, Aug. 24.—Gov. William J. Stone of Missouri left last night for home. In speaking of the proposed convention of Western and Southern States Gov. Stone said:

"The idea is in accord with opinions that I have long entertained. There ought to be efforts made to bring the South and West into closer acquaintance. The producing States ought to get together and work for one common interest; not on the plane of sectionalism, however. And there is the danger I see in a convention as outlined in the call. Irresponsible men often manage to obtain appointment as delegates, and sometimes action is had that is not in accord with the best business opinions of the people they are supposed to represent.

"I did not go to the silver convention in Chicago for fear something radical might be done. However, on that occasion the resolutions were well prepared, and such as I could indorse. After I get home I shall take up the matter by correspondence with the Governors of the States named in these petitions, and if I find these Governors are in accord with the movement I shall take pleasure in issuing a call."

Mr. Geary Pressing for Exclusion.

WASHINGTON, Aug. 24.—Representative Geary of California, the author of the Chinese Exclusion act, called on Secretary Gresham yesterday and urged him to enforce the law with the small amount of money on hand for that purpose.

Assistant Secretary Quincy was called in, and the three discussed the matter at length. It is understood that Mr. Geary received little satisfaction, and that Secretary Gresham adhered in his views to the policy of the Administration in the matter, which contemplates non-action with regard to carrying out the requirements of the law until Congress shall have another opportunity of expressing itself on the subject or of making sufficient appropriations to put the law thoroughly into effect.

Tired of Waiting for Congress.

LEBANON, Penn., Aug. 24.—The forging department, smith shops, machine shops, keg factory, tapping, and screw-cutting departments of the Pennsylvania Bolt and Nut Company will be closed during the week commencing Aug. 28.

Notices of a reduction in wages in the rolling mill department and puddle mill have been given to meet the present condition of business.

ST. LOUIS, Aug. 24.—T. H. Campbell, General Manager of the International and Great Western Railway, has issued a circular announcing that all salaries of $100 and over have been cut 10 per cent., and all salaries over $75 and less than $100 have been cut 5 per cent.

Incendiary Fire in Rahway.

RAHWAY, N. J., Aug. 24.—During the storm last night fire was discovered in a brick building near the railroad station. It was a stubborn fire, but the firemen managed to confine it to the building. The building was formerly the Second Methodist Church, but was recently sold to A. T. Looker of Newark. It was heavily stocked with furniture.

One of the firemen found several cans of kerosene scattered through the building. He picked up on the stoop the return half of an excursion ticket to Newark dated Aug. 23. The fire was of incendiary origin, and the firebug probably came from Newark.

The loss is $10,000; partially insured.

Troops to Assure Fair Election.

SAN ANTONIO, Texas, Aug. 24.—L. M. Johnson, General Manager of the Mexican International Railroad, arrived here to-day from Mexico. He says that Gen. Bernardo Reyes, Governor of the State of Nueva Leon and commander of the northern military zone, arrived at Monclava last night with a force of cavalry, the object being to assure the Cardenas political party that they would be given a fair election, and that they could express their opinions without fear of arrest. Mr. Johnson says that at present everything is quiet all over the State.

Happy Bob Stampedes an Audience.

GREENSBURG, Penn., Aug. 24.—A free entertainment was given by "Happy Bob" Robinson at Pleasant Unity last evening. Among those present were several New-York fresh-air children. Some boys disturbed the performance, whereupon "Happy Bob" drew a revolver, threatening to shoot into the crowd from the platform. The audience stampeded, during which a number of women and children fainted and were trampled. None were seriously injured.

"Happy Bob" was driven out of town.

Guess Again on Chicago Gas.

CHICAGO, Aug. 24.—President C. K. G. Billings of the Chicago Gas Company denies the rumor that the company intends to apply for a receiver for the purpose of amicably adjusting indebtedness incurred on construction account.

He says, however, that if there is no improvement in the financial situation he will recommend that the company pass its next dividend in order to guard against a possible currency famine and to keep more employes at work.

STOCKHOLDERS WILL SUFFER

STATEMENT OF AFFAIRS OF THE MADISON SQUARE BANK.

Enough Money to Pay Depositors, but the Bank's Capital Is Impaired—The Greatest Losses Were in Stocks and Bonds—Worthless Mortgages Held as Securities—The Bank's Losings Since July—No Traces of Criminal Negligence—Loans to State Officers Were All Right.

The long-delayed statement of State Superintendent of Banks Preston as to the result of the investigation into the affairs of the defunct Madison Square Bank was last night made public. The full schedules will be placed in the hands of the receivers to-day, and they will take charge of the institution.

The statement of assets and liabilities seems to show that the bank's stockholders will be the only sufferers. There is money enough to pay all depositors, but the $500,000 of capital is impaired by $371,312.03. The bank officers quite naturally say that the Examiners have made "a bear report," but Mr. Preston and Mr. Judson are pretty safe to be relied upon in the matter. The statement is as follows:

ASSETS.

Bills discounted on hand		$81,291.56
Bills discounted pledged as security		683,877.82
Bills discounted suspended		146,331.60
Call loans		552,012.14
Bonds and mortgages		74,445.00
Stocks and bonds		195,650.00
Real estate in Boston		40,000.00
Real estate in Monroe County		32,500.00
Furniture and fixtures		5,000.00
Due from banks and trust companies		18,969.61
Due from Maverick Bank, Boston, $2,446.85; good for		480.00
Overdrafts, $13,136.21; good for		4,691.52
Cash		117,453.26
Total		$1,952,702.51
Of the above assets the following are estimated uncollectable:		
Suspended bills discounted	$101,563.34	
Call and time loans	238,771.53	340,334.87
Total assets		$1,612,367.64

LIABILITIES.

Capital	$500,000.00	
Due to depositors	770,723.06	
Cashier's checks	439.57	
Certified checks	13,367.68	
Letters of credit	2,941.17	
Bills rediscounted	17,015.49	
Due on account of collections	815.06	
Due to banks and bankers	639,377.64	
Mortgage on Boston real estate	35,000.00	
Rent and expenses accrued, estimate	4,000.00	$1,983,679.67
Impairment of capital		$371,312.03

The impairment found by the Examiners at the July examination was but $74,433.15, as against the present $371,312.03.

The greatest losses to the bank were on its holdings of stocks and bonds. It held as security $100,000 of first mortgage bonds of the Prescott and Arizona Railroad, worth about 70, and $500,000 of the second mortgage bonds of the same road, which are worthless now that the road is in the hands of a receiver.

"It seemed to be a favorite security with this bank," said Mr. Preston with a smile.

Mr. Preston said that since the July examination the losses by the bank were as follows:

Past due paper	$23,868.24
Call loans	185,367.00
Stocks and bonds	46,850.00
Real estate	18,615.42
Furniture and fixtures	14,213.94
Overdrafts	5,000.00
Total	$293,914.60

these losses, with the $74,433.15 impairment found in July, being the total impairment almost to the figure given in the statement, the small difference representing running expenses.

The first three items of losses, the past due paper, the call loans, and the stocks and bonds, represent largely the suffering of the bank from the failure of the firm of Bullock & Wilder, railroad contractors, who owe the bank $105,000, for which it holds the worthless Prescott and Arizona Railroad bonds. Another important contributor to these items of loss is the bank, for it held 600 shares of its own stock as security for loans made to stockholders. That stock is mighty poor security now.

The item of loss on real estate represents a property which the bank was forced to take in Boston for a debt. It represented a purchase value of $58,615.52, and the officers declare that it is worth as much to-day, but Mr. Preston, on advice from Boston, sets it down as worth but $40,000.

There has not been included among the assets the lease of the bank building, Broadway, Fifth Avenue, and Twenty-fifth Street. It runs thirteen years, and, according to President Blaut, is worth $100,000 from its rental value.

"I cannot say what that lease is worth," said Mr. Preston. "It may be worth $100,000, or may be worth $50,000, but I thought it best not to include it as an asset. President Blaut says that we have placed panic prices on all securities, and that if they are properly handled they can be made to realize much more than we have valued them at. I will only answer to that that we have endeavored to be very conservative."

The $80,000 which President Blaut owes the bank, the $39 which Director A. L. Soulard owes, and the $15,000 which E. S. Stokes owes have all been counted as good and will be paid in full, according to Mr. Preston. He refused to say whether he knew who was going to pay up for President Blaut.

"In your examinations did you find anything that was criminally irregular?" Mr. Preston was asked.

"Nothing whatever," he replied. "They did not loan the bank's money on a very conservative basis, though."

"Did you find that any other State officers except State Treasurer Danforth had been accommodated with loans from the bank?"

"Well," Mr. Preston answered slowly, "yes, but not to amount to anything. Small sums you know, $1,000 or $2,000 each. The reason that the State officials went to that bank for accommodation was because they knew the officers. All those loans, though, are perfectly good."

"Do you understand that the bank will resume?"

"I understand that every effort is being made to bring about a resumption, and it will probably be made known very soon whether the effort will be successful."

Poles Attack a Market.

BUFFALO, N. Y., Aug. 24.—Serious trouble developed this morning at the Broadway Market, East Buffalo, due to the bold robbery of provision stands by the unemployed Poles. A large number of people in the Polish district are out of work, and having exhausted the resources of the Poormaster, have resorted to robbery to supply their wants. The trouble began yesterday and was renewed this morning. The owners of the stands and stalls which were raided by the hungry mob withstood the attempt to loot them of their property as best they could, finally using violence, and a riot resulted.

The assaulting party of Poles, numbering 40 or 50 at first, soon increased to 200 or 300, far outnumbering the marketmen and the police on duty there. A call for aid was made upon Police Headquarters, and the reserves were hurried in patrol wagons to the scene. They speedily restored order and arrested 10 of the ringleaders.

Police will be kept in the district until matters quiet down.

Belgium Wants American Produce.

WASHINGTON, Aug. 24.—Under date of July 20, the United States Consul at Ghent advises the State Department that there is likely to be a large importation into Belgium this year of American bran, pollards, sharps, and middlings, kinds of feed for cattle and horses, heretofore imported from the River Plate, British India, and Russia, and as the same conditions with regard to drought which prevailed in France and other countries prevail also in Belgium, the indications are that the imports of American hay will be larger still than of the products named.

At the date of writing, hay was selling in the Ghent district at the rate of $27 per ton of 2,200 pounds, while in other parts of the kingdom, notably in Brabant, it was much higher.

This Firm Struck a Buzz-Saw.

OSCODA, Mich., Aug. 24.—A week ago the lumber mills of the H. H. Loud & Sons Lumber Company were closed down. A sign was nailed across the entrance reading "Grover's gone fishing." The mill started up yesterday with a 25 per cent. reduction in wages, payable in store orders.

Threats were made by men working in other mills that unless Loud's men ceased work at the present scale they would force them to go on a strike. Accordingly, at 1 o'clock, about 500 men surrounded the mills and forced the men to cease work.

The men then marched to the company's cedar yards and stopped operations there.

Dividends.

MOBILE AND OHIO RAILROAD COMPANY, TREASURER'S OFFICE, MOBILE, Ala., Aug. 21, 1893.

COUPON NO. 10, DUE SEPT. 1, 1893, ON THE general mortgage bonds of this company will be paid on presentation at the Gallatin National Bank, No. 36 Wall St., New-York, on and after that date.

HY. TACON, Treasurer.

FINANCIAL DIRECTORY

CLEARING HOUSE BANKS IN THE FOLLOWING list are arranged in the order of their Association number.

BANKS.

National City 52 Wall Street

Chemical National 270 Broadway

GALLATIN NATIONAL. CAPITAL, $1,000,000. SURPLUS, $1,600,000 36 Wall Street

National Bank of Commerce CAP. AND SURPLUS, $8,664,000. 29 NASSAU ST.

MERCANTILE NATIONAL. Capital, $1,000,000. Surplus Fund, $1,000,000. 191 Broadway

National Bank of the Republic Wall Street and Broadway

Hanover National Bank CAPITAL, $1,000,000. SURPLUS, $1,895,000. 9 AND 11 NASSAU STREET

The Nassau Bank Corner Beekman and Nassau Streets

National Park Bank 214 and 216 Broadway

Fourth National 16 Nassau Street

Central National 322 Broadway

Chase National 15 Nassau Street

Lincoln National 34 East 42d Street

Seaboard National 18 Broadway

Eleventh Ward Bank 147 Avenue D

Fourteenth Street Bank 3 East Fourteenth Street

Hide and Leather National 88 Gold Street

TRUST COMPANIES.

Continental Trust Company 18 Wall Street

KNICKERBOCKER TRUST CO. CAPITAL AND SURPLUS, $1,000,000. 234 Fifth Av. and 18 Wall Street

Manhattan Trust Co. 20 Wall Street

NEW-ENGLAND LOAN AND TRUST CO. The Debentures of this corporation are a safe 6 per cent. investment. 160 Broadway

New-York Security & Trust Co. 46 Wall Street

THE STATE TRUST CO. CAPITAL AND SURPLUS, $1,800,000. 36 Wall Street

Financial.

TO HOLDERS OF

OMAHA WATER WORKS BONDS.

Copies of the Plan and Agreement of the Bondholders' Committee may be had at the office of the Farmers' Loan and Trust Company, No. 22 William Street, New-York, or at the office of the Secretary of the Committee, No. 15 Broad Street, New-York.

Bondholders are cautioned about selling their coupons or giving powers of attorney for waiver of any rights under their mortgage.

A prompt deposit of bonds is important.

New-York, Aug. 23, 1893.

ERNST THALMANN of Ladenburg, Thalmann & Co., 44 Wall St., New-York, Chairman.
ROSEWELL G. ROLSTON, President of Farmers Loan & Trust Co., 22 William St., New-York.
GERALD L. HOYT of Maitland, Phelps & Co., 24 Exchange Place, New-York.
FREDERICK STRAUSS, representing J. & W. Seligman & Co., 15 Broad St., New-York, Secretary.
WINTHROP SMITH of W. & P. Smith, 439 Chestnut St., Philadelphia, Penn.
THEODORE C. WOODBURY of Woodbury & Moulton, Portland, Me.

NEW-YORK, July 19, 1893.

TO THE HOLDERS OF THE BONDS OF THE

Toledo, St. Louis & Kansas City Railroad Company:

In accordance with a resolution passed at a meeting of holders of the bonds of the above-named Company, the undersigned, a Committee appointed to represent the interests of the First Mortgage Bondholders, have prepared a preliminary plan and agreement for the protection of the holders of said bonds, which is now ready for EXAMINATION and SIGNATURE at the office of the Farmers' Loan and Trust Company, Trustees of the mortgage, 16, 18, 20, and 22 William St., New-York City.

ROSEWELL G. ROLSTON,
GEORGE COPPELL,
M. L. SCUDDER,
ERNEST DICHMAN,
W. HOWARD GILDER,
Committee.

H. B. HOLLINS & CO.,
BANKERS,
CORNER OF WALL AND BROAD STS.,
Issue Circular Letters of Credit, Available for Travelers in All Parts of the World.

READING.

We haven't time to get out a special Reading letter to-day, but our last night's regular market letter gives our views and advice on it in a few lines.

T. E. WARD & CO.,
31 AND 33 BROADWAY.

BONDS FOR SALE!

The undersigned has for sale Twenty Coupon Bonds of $500 denomination each, issued by the Borough of Morrellville, Cambria County, Penn., bearing 5 per cent. interest from Sept. 1, 1893, payable semi-annually, and redeemable optional in five years and absolutely in twenty years after their date. For further particulars, call on or address,

JOHN F. SEIGH, Borough Treasurer,
Fairfield Av., Morrellville, Johnstown, Penn.

BARING, MAGOUN & CO.,
15 Wall Street, New York.
BILLS OF EXCHANGE AND LETTERS OF CREDIT available in all parts of the world. Also Traveling Credits for use in this country, Mexico, and the West Indies.

BROWN BROTHERS & CO.,
NO. 59 WALL ST.,
ISSUE COMMERCIAL AND TRAVELERS' CREDITS, AVAILABLE IN ALL PARTS OF THE WORLD.

Meetings.

NOTICE IS HEREBY GIVEN THAT THE first meeting of the stockholders of the "Empire Typesetting Machine Company" will be held at the office of Miller & Wells, No. 32 Nassau St., New-York City, on Saturday the 9th day of September, 1893, at 10 A. M., which place and time are hereby appointed for such meeting by us, a majority of the corporators named in the agreement in corporation of said company. The object of such meeting is to elect a Board of Directors, make by-laws, and transact any other business which may lawfully be done by the stockholders at such general meeting. Dated New-York, Aug. 24, 1893.

HENRY THRUSH,
JOSEPH FAULKNER,
ALBERT SALOMON,
JAMES A. BRIGGS.

Surrogate Notices.

LOCKWOOD, SAMUEL.—Notice is hereby given pursuant to an order of the Hon. Augustus N. Weller, Surrogate of the County of Queens, in the State of New-York, made and filed the 28th day of July, 1893, that whereas the undersigned intends to apply for letters of administration upon the estate of Samuel Lockwood, late of Flushing, in said County of Queens, deceased, pursuant to the provisions of Section 2,667 of the Code of Civil Procedure, to be issued to the undersigned.

Now, therefore, all creditors and persons having claims against the estate of the said Samuel Lockwood, deceased, are hereby notified to present the same to the Hon. Augustus N. Weller, Surrogate of the County of Queens, at his office in the town of Jamaica, Queens County, New-York, on or before the fifth day of September, 1893.—Dated July 28, 1893.

THOMAS S. LOCKWOOD.

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DESIRES TO RESCUE READING.

Isaac L. Rice Withdraws His Support from the Bondholders' Committees.

Isaac L. Rice is dissatisfied with the inactivity of the committees of Reading bondholders in this city. He represents between twelve and fourteen million dollars' worth of bonds and is therefore deeply interested in the policy pursued by the present management of the company. He has sent the following letter to the Chairmen of the committees:

"I had hoped that the joint Reading Committee at its meeting of the 20th inst. would take some decided stand, as required by the grave crisis that confronts the security holders. I deeply regret, however, that the policy which during the past six months has resulted in absolutely nothing appears to be still dominant. Its continuance, coupled with the fact that certain members of the committee are openly in close personal and business relations with members of the present management naturally impairs the effectiveness of the committee.

"The security holders whom I represent share with me decided views on the situation. They are clearly of the opinion that the present management has grossly mismanaged the property. Recent occurrences have fully confirmed the views expressed by me months ago on the subject. The frightful waste of the assets of the company and the tremendous decrease in its business foreshadow the extinguishment of the junior securities and heavy assessments and scaling down for the seniors. This catastrophe can be averted only by prompt and radical change in the management, putting the property upon an independent business basis.

"The circular which I understand your committee is about to publish does not meet the issue squarely, and by asking for representation on the present management practically indorses it, and, except for some slight criticism expressed, seems to be quite in harmony with it. This is, in my opinion, no time for mincing matters. If the present management is good and capable of caring for the property the mere fact that it commits an occasional error is not sufficient warrant for the existence or interference of any committee, and criticism or casual suggestion is not sufficient ground to ask for general support of the securities. If, however, the management is radically wrong, it appears to me that your position should be clearly and uncompromisingly defined as against it.

"If your committee desires a change of management it must be prepared to name the new one. I cannot but deem it useless to ask security holders to unite without telling them what they are to unite for. The parties whom I represent desire definite action, and I am therefore compelled reluctantly to withdraw my securities and those represented by me. This is not done in any spirit of opposition; in fact, from what I have said above I think you will see that I regard the committee's position as not being capable of opposition, being practically neutral. I shall always be ready to co-operate with you in any definite plan for the rescue of the property, and I trust that I may similarly count on your co-operation to the same end."

Railroad Notes and Personals.

—Judge Jenkins, in the United States Circuit Court in Milwaukee, yesterday listened to arguments on the petition of the Wisconsin Central Company for the payment of the rents now due from the Northern Pacific Road and for the continuance of the lease under the receivership. On the request of Mr. Payne, representing the receivers, the case was continued a week. Mr. Payne says the receivers have not yet decided on their course with regard to the lease, and therefore asked for the continuance.

—The trouble between the Union Pacific and the Western Passenger Association regarding the former's rates to Montana and Puget Sound being used for basing purposes bids fair to assume serious proportions. The Chicago and Alton yesterday informed Chairman Caldwell of the association that in its opinion the position taken by the Union Pacific was thoroughly tenable and that it would support the Union Pacific in its demands.

—The Canadian Pacific has announced its decision not to accept the invitation of the General Managers of the Great Northern and North Pacific Railways to all transcontinental railroads to send representatives to a meeting at Chicago Aug. 28 for the purpose of discussing the desirability of restoring freight and passenger rates to the same basis as obtained in February last.

—The meeting of transcontinental lines, which was to have been held in Chicago on Aug. 28, has been postponed until Sept. 5. The Canadian Pacific has announced that it will not be represented at the meeting.

—Negotiations are pending between the receiver of the Pennsylvania, Poughkeepsie, and Boston and the Lehigh Valley Railroad Companies for the running of trains over the road of the first-named company.

—D. I. Roberts, General Passenger Agent of the Erie Railway, expects to run a very large excursion train to Chicago on Sept. 2. New-York day will be celebrated at the fair on Wednesday, Sept. 6.

—Walter G. Coleman, General Traveling Agent of the Florida Central and Peninsular Railroad, is spending a few days in this city.

—Lucius Tuttle said yesterday that he would not assume the duties of President of the Boston and Maine Railroad until Oct. 1.

THINKS SHE WANTS REVENGE.

Harrigan Arrested on Returning from Europe, Where He Left a Companion.

Luke Harrigan, a well-dressed man of about twenty-eight years, was remanded yesterday in the Tombs Police Court at the request of detectives from Police Headquarters.

Harrigan sailed for Europe on July 26 in company with Kate Clark, whose home is somewhere in West Fifty-first Street. Much to his surprise, he learned before the voyage was over that his companion was the mother of a daughter thirteen years old, and he at once determined to leave her when they reached London. He did so.

Before sailing, Harrigan had deposited some money with Thomas Cook & Son, and had received a letter of credit on the firm's London house. When he decided to return home there was a balance of £250 to his credit and he was given a draft for that amount on the New-York house. On Wednesday he went to the New-York house to cash his draft. The draft was not cashed, but Harrigan was arrested, because of this cable dispatch:

LONDON, Aug. 23.—Please stop payment of £250 draft remitted tenth by Thomas Cook to Broadway for Luke Harrigan. Stolen. ANDERSON, Scotland Yard.

Harrigan's lawyer said yesterday that his client belongs to a very good family. He added that Harrigan's companion, in revenge for his leaving her, had probably told the London police that the money deposited with Cook & Son belonged to her, and not to Harrigan.

Abused a Woman, Then Beat Her Son.

Mrs. Sophia May of 35 Sullivan Street went to the grocery of Domenico Feco, at 11 Thompson Street, yesterday morning, to make some purchases. While in the grocery Feco grossly insulted Mrs. May, and when she resented it the Italian struck her, knocked her down, and kicked her in the stomach. The woman, though suffering great pain, made her way home without assistance.

When her son Max, who is a truck driver, nineteen years old, came home from work yesterday his mother told him what had happened, and he went to the grocery to whip Feco. In the fight May was knocked down by the Italian, who bit off a section of May's left ear. Feco was arrested and May and his mother were taken to St. Vincent's Hospital.

Was Stage-Struck and Took Poison.

Mrs. Rosa Spiess, the young and comely wife of Max Spiess, proprietor of the Paris Café at 292 East Houston Street, attempted to commit suicide yesterday morning by taking carbolic acid.

The woman, it is said, was stage-struck, but her husband would not give his consent to her desire for a theatrical career. This led to frequent quarrels, and after a bitter one yesterday morning the woman took the poison. She was taken to Bellevue Hospital as a prisoner.

Did Not Account for the Goods.

John P. Holt and William Kenward, as assignees of Noah N. Rosenberger, who failed in April, 1890, have had James P. Streeter arrested and held in default of $500 bail in an action brought to recover $2,368.

They claim he took assigned goods valued at that amount to sell, but he has not accounted for them. The assignees say that the percentage he was to receive on his sales amounted to only $64.

Accidentally Shot with an Air Gun.

John Shaughnessy, sixteen years of age, of 324 East Seventieth Street, was accidentally shot in the left side at 7 o'clock last evening by William Curry, aged twelve, who lives in the same house.

Shaughnessy was taken to the Presbyterian Hospital and Curry disappeared.

MARINE INTELLIGENCE.

Miniature Almanac—This Day.

		A M
Sun rises...5 20	Sun sets....6 44	Moon sets...3 12

HIGH WATER TO-DAY.

A M Sandy H'k..5 58	A M Gov. Isl....6 16	A M Hell Gate...8 09
P M Sandy H'k..6 12	P M Gov. Isl....6 32	P M Hell Gate...8 25

LOW WATER TO-DAY.

A M Sandy H'k.11 58	A M Gov. Isl...12 29	A M Hell Gate...1 57
P M Sandy H'k.12 02	P M Gov. Isl...12 31	P M Hell Gate...1 50

Outgoing Steamships.

TO-MORROW, (SATURDAY,) AUG. 26.

	Mails Close.	Vessels Sail.
Adirondack, Kingston	11:00 A M	1:00 P M
Amsterdam, Rotterdam	2:30 A M	4:30 A M
Chester, Southampton	1:00 P M	4:00 P M
Cheroke, Charleston	......	3:00 P M
City of Birmingham, Savannah	......	3:00 P M
City of Washington, Havana	11:00 A M	1:00 P M
Constance, Cape Colony	12:00 P M	......
Ems, Bremen	6:00 A M	9:00 A M
Endeavor, La Plata Countries	12:00 M	2:00 P M
Ethiopia, Glasgow	2:00 P M	4:00 P M
Etruria, Liverpool	12:30 A M	4:00 A M
Island, Christiansand	11:00 A M	1:00 P M
La Touraine, Havre	12:30 A M	4:00 A M
Muriel, St. Thomas	......	12:00 M
Philadelphia, La Guayra	11:00 A M	1:00 P M
Rugia, Hamburg	......	4:30 P M

TUESDAY, AUG. 29.

Algonquin, Charleston	......	3:00 P M
Havel, Bremen	......	6:00 A M
Tallahassee, Savannah	......	3:00 P M

WEDNESDAY, AUG. 30.

Ailsa, Gonaives	......	1:00 P M
City of Para, Colon	......	12:00 M
Habana, Havana	......	11:35 A M
New-York, Southampton	......	7:00 A M
Noordland, Antwerp	......	7:30 A M
Seneca, Havana	......	3:00 P M
Teutonic, Liverpool	......	8:30 A M

Incoming Steamships.

DUE TO-DAY, (FRIDAY,) AUG. 25.—Campania, Liverpool, Aug. 19; Columbia, Hamburg, Aug. 17; Ludgate Hill, London, Aug. 10; Marsala, Hamburg, Aug. 10; Scandia, Hamburg, Aug. 12.

SATURDAY, AUG. 26.—Boston City, Swansea, Aug. 13; Cienfuegos, Nassau, Aug. 22; Europe, London, Aug. 13; Madiana, St. Thomas, Aug. 20; Martello, Hull, Aug. 11; New-York, Southampton, Aug. 19; Wieland, Havre, Aug. 15.

SUNDAY, AUG. 27.—Alaska, Liverpool, Aug. 19; Anchoria, Glasgow, Aug. 17; La Bretagne, Havre, Aug. 19; Orinoco, Bermuda, Aug. 24.

MONDAY, AUG. 28.—Andes, Port Limon, Aug. 19; Bermuda, St. Croix, Aug. 22; Dresden, Bremen, Aug. 17; Elbe, Bremen, Aug. 19; Orizaba, Havana, Aug. 24; Runic, Liverpool, Aug. 18; Spaarndam, Rotterdam, Aug. 16.

TUESDAY, AUG. 29.—Caracas, La Guayra, Aug. 23; Croma, Shields, Aug. 15.

WEDNESDAY, AUG. 30.—City of Alexandria, Havana, Aug. 26; Mariposa, Liverpool, Aug. 19; Moravia, Hamburg, Aug. 16; Waesland, Antwerp, Aug. 19.

Arrived—New-York, Thursday, Aug 24.

SS City of Columbia, Jenney, West Point, Va., with mdse and passengers to Old Dominion Steamship Company.

SS Boston City, (Br.,) Capt. Weiss, Bristol, &c., Aug. 9, with mdse and passengers to James Arkell & Co. Arrived at the Bar at 8 10 P M.

SS Eggleston Abbey, (Br.,) Barnett, Cardiff Aug. 9, in ballast to master. Arrived at the Bar at 3 P M.

SS Niagara, Bray, Vera Cruz, &c., Aug. 9, with mdse and passengers to J. E. Ward & Co. Arrived at the Bar at 10 30 A M.

SS Virginia, (Br.,) Scheet, Swinemunde, &c., Aug. 9, with mdse and passengers to R. J. Cortis. Arrived at the Bar at 10 20 P M 23d.

SS Carlisle, (Br.,) Gibb, Rotterdam Aug. 9, with mdse to Simpson, Spence & Young. Arrived at the Bar at 10 30 A M.

SS Zaandam, (Dutch,) Duit, Amsterdam Aug. 9, with mdse and passengers to Funch, Edye & Co. Arrived at the Bar at 9 A M.

SS Ludgate Hill, (Br.,) Brown, London Aug. 10, with mdse and passengers to Sanderson & Son. Arrived at the Bar at 2 P M.

WIND—9:30 P M, at Sandy Hook, light, SW, clear.

Sailed.

SS Brilliant, for Dover; Grecian, for Glasgow; Dubbledam, for Rotterdam; Roanoke, for Norfolk, &c.; Banan, for Cardenas, &c.

By way of Long Island Sound:

SS Maverick, for Boston.

Spoken.

Bark Lonnon Hill, (Br.,) Falconer, from New-York June 16 for Madras, was spoken July 14 in lat 9 N, lon 28 W.

Bark Lazarro, (Ital.,) Marchese, from New-York June 23 for Rangoon, was spoken July 30 in lat 16 N, lon 31 W.

Ship Erne, (Br.,) Gardner, from New-York July 19 for Calcutta, was spoken Aug. 7 in lat 30 N, lon 39 W.

By Cable.

LONDON, Aug. 24.—White Star Line SS Nomadic, Capt. Clarke, from New-York for Liverpool, passed Fastnet at 2 P M to-day.

SS Energie, (Ger.,) Capt. Kuhlmann, from New-York Aug. 9 for Dover, passed Dunnet Head to-day.

SS Tuscan Prince, (Br.,) from Kingston July 16 via New-York for Newcastle, passed Prawle Point to-day.

SS Veendam, (Dutch,) Capt. Vanderzee, from Rotterdam for New-York, passed the Isle of Wight to-day.

SS Entella, (Ital.,) Capt. Bruno, sld. from Girgenti for New-York Aug. 19.

SS St. Andrew's Bay, (Br.,) Capt. Whitburn, sld. from Palermo for New-York Aug. 22.

SS Monomoy, (Br.,) Capt. Jenkins, sld. from Swansea for New-York yesterday.

SS Paula, (Ger.,) Capt. Reimers, sld. from Shields for New-York yesterday.

SS British Crown, (Br.,) Capt. Williams, sld. from London for New-York to-day.

SS Lisnacrieve, (Br.,) Capt. Harris, sld. from Shields for New-York to-day.

SS Norge, (Dan.,) Capt. Knudsen, from New-York July 29, arr. at Swinemunde Aug. 21.

SS J. Jover Serra, (Span.,) Capt. Jover, from New-York Aug. 12, arr. at Lisbon yesterday.

SS Mobile, (Br.,) Capt. Evans, from New-York Aug. 12, arr. at London yesterday.

SS Werkendam, (Dutch,) Capt. Bakker, from New-York Aug. 10, arr. at Rotterdam yesterday.

SS Buffalo, (Br.,) Capt. Malet, from New-York Aug. 12, arr. at Portland to-day.

HAMBURG, Aug. 24.—Hamburg-American Line SS Dania, Capt. Kuhlwein, from New-York, arr. here at 8 P M yesterday.

SS Solingen, (Ger.,) Capt. Trulsen, from New-York, arr. here at 8 A M to-day.

BREMEN, Aug 24.—North German Lloyd SS Spree, Capt. Willigerod, from New-York, arr. here at 10 A M to-day.

SOUTHAMPTON, Aug. 24.—Hamburg-American Line Normannia, Capt. Hebich, from New-York for Hamburg, arr. here at 10 25 A M to-day.

North German Lloyd SS Aller, Capt. Christoffers, from Bremen, sld. hence for New-York at 4 P M yesterday.

QUEENSTOWN, Aug. 24.—White Star Line SS Germanic, Capt. Nicol, from Liverpool, sld. hence for New-York to-day.

IN THE REAL ESTATE FIELD.

A Receiver's Sale of Third Avenue Corner at the City Hall To-day.

There were no sales of real estate at any of the auction rooms yesterday, and no sales are scheduled to take place until Monday. At the City Hall, at noon, to-day, there will be a sale by Richard S. Farley, receiver, of the right, title, &c., of Mortimer H. Buckley to the northwest corner of Third Avenue and Fifty-fourth Street, 25.5 by 75, five-story brick tenement, with store.

Recorded Real Estate Transfers.

Thursday, Aug. 24.

Madison St, 103; Samuel Kempner to Benedict A. Klein	$100
Same property; Benedict A. Klein to Joseph L. Buttenwieser	21,500
Elizabeth St, w s, 142.7 ft s of Bleecker St, 45.5x100; Harris Mandelbaum and wife to William Gullery	33,000
26th St, n s, 381, map of Rose Hill Farm; Mary H. Perry to Mary H. Nolan	10
1st Av, 311; Benjamin F. Haviland and wife to Marielma Haviland	36,000
79th St, n s, 200 ft e of 3d Av, 40x102.2; William C. Rogers and wife to Henry Muxlow	1
124th St, 59 East; Walter A. White to Mary E. Amerman	1
St. Nicholas Av, w s, 192.2 ft s of 133d St, 100x182.9x194.8x100x377.5; Maria T. Smith to Imogene P. C. Dennis	23,800

Recorded Mortgages.

Braender, Frederick, and wife to J. S. Todd; s s of 121st St, w of 8th Av; demand, (two mortgages)	$15,000
Davidson, Asa R., to Henrietta Colt; 121 East 112th St, 3 years	6,500
Gullery, William, to Harris Mandelbaum; w s of Elizabeth St, s of Bleecker St, installments	9,000
Kellerhouse, Albert, and wife to Edward F. Browning; 334 and 336 Bowery, 3 years	10,000
Kraemer, Sarah F., to Thomas Cunningham; n s of 9th St, e of 6th Av, 2 years	7,000
Klein, Benedict A., to Marcus Kempner and others; n s of Madison St, Lot 357, map of Hendrick Rutgers, 1 year	12,000
Levy, Isaac, and wife to W. N. Hemkoff and another; 214½ to 224 Broome St, 1 year	18,978
Mullen, Alice M., and another to Gustav Amsnick and others; s s of Southern Boulevard, e of Briggs Av, 1 year	532
Morris, Elizabeth, to John Morris, trustee; e s of 2d Av, s of 77th St, 1 year	9,271
Murphy, Mary A., to Jennie Edelmuth; n s of 45th St, e of 2d Av, 5 years	2,000
O'Neill, Sarah J., and others to F. H. Delano and others; w s of Irving place, n of 18th St, 3 years	15,000
Thurston, Bertha E., to Raabe & Sons; n s of 148th St, w of Amsterdam Av, 1 year	3,000
Tiedjen, Paul, and wife to Alexander Inglis and others; Arthur St, n e corner of Bayard St, 1 year	150
Bell, John J., and wife to John Bell; s s of 137th St, e of Lincoln Av, 3 years	2,689

Mechanics' Liens.

Filed yesterday in the County Clerk's office.

137th St, 698 and 700 East; Herbert Sunderland against William H. Lamphear, owner and contractor	$110
137th St, 663 and 665 East, also 224 and 226 Willis Av; same against John J. and William H. McCaffrey, owners and contractors	376
119th St, 3 West; Hannah Kunn against Mary Nassauer and others, owners and contractors	25
Park Av and 54th St, s e corner; Frank Flanagan against Francis E. Dunn, owner; W. F. Trevett, contractor	23
3d St and Wooster St, s w corner; Charles Weinstein against Herter Brothers, owners and contractors	4,700
Same property; Leonard G. Preusche against Herter Brothers, owners; Charles Weinstein, contractor	2,492
18th St and 5th Av, s w corner; Pierce & Miller Engineering Company against Blanche H. De Logerot, owner; Richard De Logerot, contractor	8,692
Same property; J. Maxwell Carrere against same	3,472
130th St and Madison Av, n e corner; Schillinger Fire-Proof Cement and Asphalt Company against Henry P. Niebuhr, owner and contractor	33
Popham St, s s, 108 ft w of Anthony Av, 75x100; Miller & Robinson against Conrad Tine, owner and contractor	106
Inwood Av, w s, 25 ft n of Goble Place, 25 ft front; same against Nicholas and Anna Eichler, owners; Nicholas Eichler, contractor	78

City Real Estate for Sale.

AUCTIONEER. AGENT.

Geo. R. Read,

REAL ESTATE,

9 PINE ST., ASTOR BUILDING.

BROKER. APPRAISER.

Country Real Estate for Sale.

ON THE HUDSON, NEAR NEWBURG, FOR September, high grounds, grand river views, home-like place. JOHN H. SILLICK, Newburg, N. Y.

A.—$12,000—HANDSOME MODERN HOME in choice location, East Orange, N. J.; a bargain. EDW. P. HAMILTON & CO., 96 Broadway.

Apartments To Let—Unfurnished.

Central Park Apartment Buildings.

59th St., 58th St., and 7th Av.

Madrid, Cordova, Granada, Valencia, Lisbon, Barcelona, Salamanca, Tolosa.

TITLE GUARANTEE & TRUST CO., TRUSTEE,

Northeast corner 58th and 7th Av. and 55 Liberty St.

Also Agts, "Hawthorne," 59th St., bet. 6th & 7th Avs.

City Flats To Let—Unfurnished.

APARTMENTS TO RENT IN THE FIRE-PROOF BUILDING, 80 MADISON AV., corner 28th St.

Unfurnished Rooms.

HOTEL BERESFORD,

CENTRAL PARK WEST, 81ST TO 82D ST., FRONTING BOTH CENTRAL PARK AND MANHATTAN SQUARE; FINEST LOCATION IN THE CITY. A FEW SUITES OF TWO TO SIX ROOMS AND BATH. EVERY ROOM OUTSIDE, IN THE NEW FIRE-PROOF TEN-STORY ADDITION, TO RENT UNFURNISHED FROM SEPT. 1. DINING ROOM ON THE NINTH FLOOR.

Summer Resorts.

CONNECTICUT.

A BEAUTIFUL SUMMER RESORT. ALWAYS COOL AND NO MOSQUITOES.

INDIAN HARBOR HOTEL,

GREENWICH, CONN.

B. H. YARD, PROPRIETOR.

Situated on Long Island Sound, 28 miles from New-York; 46 minutes from Grand Central Depot. Send for descriptive pamphlet.

MAINE.

PASSACONAWAY INN,

York Cliffs, Me. First season. Rates from ROMER GILLIS, Manager, P. O. & R. R., York Beach, Me.

NEW-JERSEY.

HOTEL NETHERWOOD,

NETHERWOOD, N. J.

OPEN INTO OCTOBER.

Forty-five minutes from Liberty St., Central Railroad of New-Jersey. Elegant brick structure. All modern conveniences. FRANK R. MILLER.

NEW-YORK.

Richfield Springs, N. Y.

HOTEL EARLINGTON

WILL REMAIN OPEN UNTIL SEPT. 25. APPLY DIRECT, OR TO HOTEL BRISTOL, 5TH AV. AND 42D ST., NEW-YORK CITY.

E. M. EARLE, Proprietor.

MANHANSET

House and Cottages, Shelter Island, L. I., N. Y. Greatly enlarged and improved; beautiful new music hall; electric lights; elevator; suites with baths; healthfully located amid beautiful scenery, drives, and groves; yachting, bathing, fishing, dancing, &c. Open until Sept. 15. Easily accessible by new fast trains on Long Island Railroad and new steamers Montauk and Shelter Island. Send for terms and illustrated pamphlet to H. D. W. LAWSON, formerly of Murray Hill Hotel, Manager, Manhanset House, Suffolk County, N. Y.

MIZZEN TOP HOTEL AND COTTAGES,

Quaker Hill, Dutchess Co., N. Y.,

NOW OPEN.

N. S. HOWE, Proprietor.

Post Office address, Pawling, N. Y.

NEW GRAND HOTEL,

Western Catskill Mountains.

OPEN UNTIL LATE IN SEPTEMBER.

REDUCED RATES FOR JULY AND SEPT.

Only hotel on mountain top with direct railroad access; through parlor cars to hotel grounds; elevation 2,500 feet; 4½ hours from New-York. For rates, &c., address J. & S. J. CORNELL, Summit Mountain Post Office, Ulster Co., N. Y.

HOTEL CASTLETON,

Brighton Heights, New-Brighton, S. I.

Just the spot. Airy and delightful; only 25 minutes from Lower Broadway by prompt and frequent boat service; hotel stage in waiting.

JAS. H. RODGERS, Proprietor.

DEVENOGE MOUNTAIN HOUSE, ELDRED, Sullivan County, N. Y.—Altitude, 1,710 feet; healthiest, most delightful lakeside resort. Open to Nov. 1. Hunting, fishing; accommodates 250 guests.

WHEN IN BUFFALO STOP AT THE GENESEE. NIAGARA FALLS forty minutes away.

PENNSYLVANIA.

THE KITTATINNY,

DELAWARE WATER GAP, PENN.,

will remain open until November. This favorite Autumn resort, celebrated for grandeur of scenery, purity of its atmosphere and healthfulness, is less than three hours from New-York by D. L. and W. R. R. Send for circular.

W. A. BRODHEAD & SONS.

THE WISCASSET, MOUNT POCONO Penn.—Engagements can now be made for September; house heated throughout by steam; reference required. I. IVISON, Manager.

Excursions.

IRON STEAMBOAT COMPANY.

THE ONLY ALL-WATER ROUTE TO

CONEY ISLAND,

STEAMERS LANDING AT THE OCEAN PIERS.

TO-DAY'S TIME TABLE.

FROM WEST 22D ST., N. R., 9:00, 9:45, 10:30, 11:15 A. M., 12:00 M., 12:45, 1:30, 2:15, 3:00, 3:45, 4:30, 5:15, 6:00, 6:45, 7:30, 8:15, 9:00 P. M.

FROM PIER (NEW) NO. 1 N. R., 9:30, 10:15, 11:00, 11:45 A. M., 12:30, 1:15, 2:00, 2:45, 3:30, 4:15, 5:00, 5:45, 6:30, 7:15, 8:00, 8:45, 9:30 P. M.

RETURNING, LEAVE CONEY ISLAND, 10:40, 11:25 A. M., 12:10, 12:55, 1:40, 2:25, 3:10, 3:55, 4:40, 5:25, 6:10, 6:55, 7:40, 8:25, 9:10, 9:55, 10:40 P. M. Excursion tickets, 50 cents. Tickets on sale at all down-track stations of the elevated railroads. East side passengers carried free from Whitehall St. to Battery Place and vice versa. Returning passengers require no tickets from Battery Place to Whitehall St.

West Point, Newburgh and Poughkeepsie

Daily except Sundays by Day Line Steamers NEW-YORK AND ALBANY.

From Brooklyn, Fulton St. (by Annex)...8:00 A. M.

" New-York, Desbrosses St. Pier.....8:40 "

" New-York, West 22d St. Pier.......9:00 "

Returning, due in New-York at 5:30 P. M.

MORNING and AFTERNOON CONCERTS.

SATURDAY AFTERNOON EXCURSION to WEST POINT.

Steamer MARY POWELL, leaving Desbrosses St. at 1:45 P. M., West 22d St. at 2 P. M. Arriving at West Point at 4:30. Returning on any of the West Shore Railroad trains. Passengers will have ample time to see Government Buildings, &c. Fare for round trip, ONE DOLLAR.

Excursions.

Long Island Railroad's GREAT EXCURSION ROUTES TO THE SEA.

Manhattan Beach.

TRAINS LEAVE FOOT EAST 34TH ST.

6:20, 7:20, 8:40, 10, 11 A. M., 12:30, 1:30, 2:40, 3:40, 4:40, 5:40, and half hourly thereafter from 6 to 9:30 P. M., and at 11 P. M. Additional trains on Saturdays, 2, 3, 4, 5 P. M. On Race Days Coney Island Jockey Club, 12, 1, 2, 3, 4, 5 P. M. Parlor cars special 1 P. M., and extra train Aug. 26 only, 12:50 P. M. Sundays, 8:40, 10:10, 11:10 A. M., 12:10, 1:10, 1:40, 2:10, 2:40, 3:10, 3:40, 4:10, 4:40, 5:00, 5:40, 6:00, 6:40, 7:00, 7:40, 8:00, 8:40, 9:00, 9:40, 10:00 P. M.

WHITEHALL ST., termini of all elevated roads and street-car lines, hourly from 7:10 A. M. to 1:10 P. M., and half hourly from 1:40 to 8:40 and 9:10 P. M. Additional trains on Saturdays, 12:40 P. M. On Race Days C. I. J. C., 11:40 A. M., 12:40 P. M. Sundays, 8:10, 9:10, 10:10, 11:10 A. M., 12:10, 1:10, 1:50, 2:30, 3:10, 3:50, 4:30, 5:10, 5:50, 6:30, 7:10, 7:50, 8:30, 9:10 P. M. Parlor cars on all principal trains. Tickets on sale at elevated railroad stations.

ROUND TRIP, 50 CENTS.

SOUSA'S BAND.

Concerts every afternoon and evening.

PAIN'S STORMING OF VICKSBURG and MAGNIFICENT FIREWORKS every evening except Sunday and Monday.

Oriental and Manhattan Hotels.

FINE ROOMS—EXCELLENT CUISINE.

CONEY ISLAND,

BRIGHTON BEACH,

WEST BRIGHTON BEACH,

CONEY ISLAND POINT.

BOATS BY BAY RIDGE FERRY, connecting with the

CULVER ROUTE,

Leave foot of Whitehall St., terminus of elevated roads, and all street-car lines.

Hourly from 7:10 to 11:10 A. M. and half-hourly from 11:40 A. M. to 9:10 P. M. Sundays, 8:10, 9:10, 9:40, 10:10, 10:40, 11:10, 11:40 A. M., 12:10, 12:40, and every twenty minutes from 1:10 to 9:10, 9:40, 10:10, 10:40 P. M. Last train leaves Coney Island at 11:08 P. M. Tickets on sale at elevated railroad stations.

ROUND TRIP, 40 CENTS.

ROCKAWAY BEACH

AND JAMAICA BAY.

LEAVE LONG ISLAND CITY—6:15, 7:35, 9:15, 10:05, 11:10 A. M., 12:00, 1:05, 2:05, 3:05, 4:00, 5:00, 5:45, 6:40, 7:40, 9:00, 10:25 P. M. Sundays, 7:10, 9:15, 10:15, 10:45, 11:05, 11:25, 11:50 A. M., 12:15, 1:05, 1:25, 1:45, 2:15, 2:35, 2:50, 3:15, 3:45, 4:15, 5:15, 6:15, 6:45, 7:00, 7:25, 7:50, 8:10, 8:25, 9:15, 9:30, 10:20 P. M.

ROUND TRIP, 50 CENTS.

SHELTER ISLAND, GREENPORT, SAG HARBOR, AND THE HAMPTONS.

FREQUENT AND FAST TRAINS.

See Time Tables.

THE "NEW-YORK WORLD'S FAIR."

GLEN ISLAND

Most magnificent Summer resort in the world. Delightful sail on fast steamers. Two Grand Concerts daily. Wonderful foliage and plants. Unequaled Menagerie and Aquarium. "KLEINDEUTSCHLAND." "The Dairy." Boating, bathing, fishing, bowling, billiards. Steam Launches. Genuine Glen Island Clambake. Dinner à la carte.

—TIME TABLE.—

FROM PIER 18, N. R., foot of Cortlandt St., 8:45, 9:15, 9:45, 10:45, A. M., 12:00 M., 1:30, 2:30, 3:30, 5:15, P. M. FROM 32D ST., E. R., 9:30, 10:00, 10:30, 11:30, A. M., 12:45, 2:15, 2:45, 3:15, 4:15, 5:45 P. M. BROOKLYN, SOUTH 5TH ST., 9:05, 9:35, 10:05, 11:05 A. M., 12:20, 1:50, 2:30, 2:50, 3:50 P. M. FROM GLEN ISLAND, 10:45 A. M. for Pier 18 and 32d St.; 11:45, 12:45 for Pier 18 only. ALL LANDINGS, 3:15, 5:00, 5:30, 6:00, 7:00, and 7:30 P. M.

40c.—EXCURSION TICKETS——40c.

EXTRA BOATS ON SUNDAYS.

Situations Wanted—Females.

TIMES, UP TOWN OFFICE,

1,269 Broadway..........Near 32d Street

Open daily, Sundays included, from 5 A. M. to 9 P. M.

Companions.

COMPANION OR HOUSEKEEPER.—By a lady as useful companion or housekeeper; intelligent, educated, good writer and sewer; would travel; speaks English, French, and Spanish. B. C., Box 9, 1,242 Broadway.

Cooks.

COOK.—By respectable woman; understands her business in all its branches; does not object to boarding house; best city reference. 713 6th Av., between 41st and 42d Sts.

COOK.—By a French cook, equal to chef, in a private family, with kitchenmaid. Call or address A. D., 139 West 22d St.

COOK.—By a respectable woman as first-class cook in private family; city or country; first-class city reference. 441 West 50th St., rear.

COOK.—By a girl as good plain cook and laundress; willing and obliging; good city reference. 530 3d Av., ring three times.

Waitresses.

WAITRESS.—By a young girl as first-class waitress in private family; can fill butler's place; best city reference; country preferred. Call at 154 East 32d St.

Miscellaneous.

CARE OF CHILDREN.—By a young lady, North German, lately landed, to take care of children; can do sewing; best references. Inquire at 108 8th Av. Mrs. Megging.

The Trades.

PARQUET FLOORS, FURNITURE, CABINET trim, &c., cleaned and polished; china, glass, pictures, mirrors, and all household goods packed for shipping or storage. Charles Roak, 212 West 36th St.

Situations Wanted—Males.

Butlers.

BUTLER.—By Swede; highly recommended by last employer, with whom he has lived several years; also other excellent references as to character and ability; as first-class butler. Schenling, 805 5th Av.

BUTLER.—By a single man in private family; age 26; good references; city or country. A. E. P., 999 6th Av.

BUTLER.—By a Frenchman in private family; age 25; best city references. Address M. L., Box 371 Times, Up Town.

Coachmen.

COACHMAN.—By an experienced married man; no family; can give entire satisfaction; sober, civil, and industrious; eight years' city reference from last employer, who can be seen. F. D., 103 West 30th St.

COACHMAN AND GROOM.—By a young married man; thoroughly understands care of horses, harness, and carriages; willing to oblige; city or country; present employer can be seen. Call or address R. S., 51 West 18th St., private stable.

COACHMAN.—By experienced single man; reliable; take full charge of any gentleman's establishment; thorough horseman; careful driver; highest references; last employer can be seen. Address A. T., Box 366 Times, Up Town.

Gardeners.

GARDENER.—Married; no family; understands his business in all branches; greenhouse, roses, graperies, vegetable garden, care of fine stock, dairy, and poultry; five years' reference. Address J. S., Box 207 Times.

GARDENER — LAUNDRESS. — By married couple; man as gardener; can take full charge of gentleman's place; wife as laundress; best of references. Scotchman, 311 West 20th St.; ring twice.

Useful Men.

USEFUL MAN.—By a young single man, speaking German, French, and English; will make himself generally useful. Charles Spooney, 97 3d Av., second floor.

USEFUL MAN.—Twenty-seven; understands the care of horses; can wait on private family; willing and obliging; best reference for same. Address, all week, M. R. O., New-Rochelle Post Office, N. Y.

Waiters.

WAITER.—By a young married man in a private family; experienced; competent to do butler's duties; five years' reference. Address, by letter, William Scott, 149 West 4th St.

WAITER.—By a first-class waiter in private family; can take butler's place; best city references; city or country. C. C., 59 West 59th St.

Miscellaneous.

NURSE OR INVALID ATTENDANT.—Experienced; first-class references; good private position, mental or surgical case. Address Nurse, 106 West 42d St.

Help Wanted—Females.

WANTED—A competent kitchenmaid; must have good references and be willing to assist with other work. Call to-day, between 3 and 4 o'clock, at 7 West 35th St.

WANTED—Young Swedish or German girl as housemaid in small private family of two. Call at 37 East 69th St.

THOSE SUMMER GOODS.

It's about time to sell them. If you intend to do business with the Public this Fall, advertise them in

The New-York Times

if you want to reach well-to-do readers of news and advertisements who still have some currency left, notwithstanding the prevailing pressure for good, hard coin.

AN EMINENT AUTHORITY SAYS:

The well-to-do are the people who respond to advertisements and who buy for cash or pay their bills promptly.

Instruction—City Schools.

PACKARD'S

BUSINESS COLLEGE and SCHOOL OF STENOGRAPHY will reopen on Tuesday, Sept. 5. Office now open for the registration of students. Call or send for prospectus. S. S. PACKARD, President, 103 East 23d St., New-York.

YALE SCHOOL,

51 WEST 51ST ST.

Prepares for all colleges and for business.

WM. C. READIO, L. E. BROWN.

Opens Sept. 27, 1893.

HARVARD SCHOOL, 578 5TH AV. REOPENS SEPT. 28, 1893. Preparation for Yale, Harvard, Princeton, and Columbia. WILLIAM FREELAND, Principal.

MISS PEEBLES AND MISS THOMPSON'S BOARDING AND DAY SCHOOL FOR GIRLS, 32 and 34 East 57th St., New-York. Reopens Thursday, Oct. 5. Primary, Academic, and Collegiate Departments. Special students admitted.

MRS. HAZEN'S SCHOOL FOR GIRLS, PELHAM MANOR, NEW-YORK. Combined advantages of City and Country. Increased facilities for pupils. Reopens September 28.

J. H. MORSE'S SCHOOL, 423 MADISON AV., NEW-YORK. Autumn term begins Oct. 2. Thorough preparation for all colleges. Summer address of Principal, Cotuit, Mass.

MISS WALKER'S SCHOOL FOR GIRLS, 148 Madison Av.—Reopens Oct. 2; numbers limited; school hours from 9 to 1; no home study for pupils under fourteen, who remain until 2 o'clock; applications by letter until Sept. 20.

THE MISSES ELY'S SCHOOL FOR GIRLS, RIVERSIDE DRIVE, 85TH AND 86TH STREETS, NEW-YORK.

MISS GAYLER'S DAY SCHOOL FOR GIRLS, with kindergarten. Fifth year begins Wednesday, Oct. 4. No. 174 West 86th St. New-York.

MISS SPRING'S ENGLISH AND FRENCH School for GIRLS, No. 121 EAST 36th St., near Park Av., reopens Thursday, Sept. 28. A class for Little Boys. At home after Sept. 16.

MISS CARRIER, formerly with MISS DU VERNET. School for Boys and Girls. Reopens Oct. 4. French spoken. 52 EAST 30th St.

THE MISSES PERINE'S SCHOOL FOR GIRLS, 44 East 78th St., next corner Madison Av. Resident Pupils. Special Studies.

Instruction—City Schools.

COLLEGIATE INSTITUTE OF Dr. J. Sachs,

SCHOOL FOR BOYS,

38 WEST 59TH ST.,

REOPENS THURSDAY, SEPT. 21, 1893.

THOROUGH PREPARATION FOR ALL COLLEGES.

SPECIAL COMMERCIAL DEPARTMENT.

SCHOOL FOR GIRLS,

116 WEST 59TH ST.,

REOPENS WEDNESDAY, SEPT. 27, 1893.

COMPLETE ORGANIZATION, INCLUDING COLLEGE PREPARATION, FROM PRIMARY TO ACADEMIC DEPARTMENT.

COLUMBIA INSTITUTE, CORNER WEST 72d St. and West End Av.—Nineteenth year commences Sept. 27; spacious new buildings; collegiate preparation; intermediate and primary classes; commercial department; military drill; large playground; gymnasium; boarding pupils received. Send for illustrated catalogue. EDWIN FOWLER, M. D., A. B., Principal.

THE OSSINING SEMINARY FOR YOUNG Ladies.—Musical Director, Albert Ross Parsons, Delsarte. European Travel Class. Proximity to New-York affords city advantages. 26th year opens Sept. 20. Miss C. C. FULLER, Prin., Sing Sing-on-the-Hudson, New-York.

F. G. IRELAND'S CLASS FOR BOYS, 25 West 42d St., reopens Monday, Oct. 2; limited to twenty-four. Mr. Ireland will be at the classrooms after Sept. 18, 9 to 1.

THE MISSES GRINNELL'S Day School for Girls, 22 East 54th St., re-opens Oct. 5. Primary, Intermediate, Academic, and Collegiate Departments. Kindergarten, Oct. 10.

ST. LOUIS COLLEGE, (Catholic,) 224 West 58th St., Central Park. Strictly select school for limited number of boys. Rev. Jos. Hétet, D. D., S. P. M., President.

FRANCIS B. ALLEN'S CLASS FOR BOYS, 13 West 42d St., reopens Sept. 28; number limited. Especial care with backward boys. 11th year.

MISS JAUDON'S SCHOOL, 348 MADISON Av., reopens Oct. 4. Primary classes. College preparation. A few resident pupils.

HOME BOARDING AND DAY SCHOOL FOR GIRLS, 607 Fifth Av. Rev. Dr. and Mrs. Charles H. Gardner, Principals.

AT MISS PERRIN'S 696 MADISON AV., near 62d St., special classes in all branches of tuition; boarding pupils, $600 per annum; 15th year.

MISS BARBER AND MISS MONTFORT'S morning classes for young ladies; academic, collegiate, and special courses; Oct. 4. 44 West 34th St.

Instruction—Country Schools.

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THE ACADEMIC DEPARTMENT OF THE STEVENS INSTITUTE OF TECHNOLOGY, RIVER ST., between 5th and 6th Sts., Hoboken, N. J., REOPENS SEPT. 20, 1893.

Examinations for admission on the 18th and 19th of September.

Full courses of studies preparatory to Colleges and Schools of Science, Law, and Medicine.

The rate of tuition for all classes is $150 per year or $50 per term. These terms include all the studies.

For catalogues apply to the Librarian of Stevens Institute.

WELLS COLLEGE FOR WOMEN, AURORA, N. Y.

Three Full Courses of study. Location beautiful and healthful. Session begins Sept. 20, 1893. Send for Catalogue.

PENNINGTON SEMINARY.

Our catalogue is full of the very information you are now seeking for your son or daughter, and is so beautiful that it would grace your parlor table. Sent free. Address THOMAS HANLON, Pennington, N. J.

MORRISTOWN, NEW-JERSEY.

MISS DANA'S School for girls reopens September 20. College preparation. Resident native French and German teachers. Special advantages in music and art. Terms for boarding pupils, $700 per year. Circulars sent on application.

RECTORY SCHOOL, HAMDEN, CONN., FOR boys; $325, $375; home influences; thorough school system; extensive grounds, gymnasium, boathouse. Address Rev. H. L. Everest, M. A.

BOARDING SCHOOL FOR 15 BOYS, PLEASANTLY situated on Shrewsbury River, Red Bank, N. J. O. W. STARR, A. M., Principal.

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ELMWOOD SCHOOL, DARIEN, CONN.—$150 and $200 per year. Address M. J. DAVIS.

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UNIVERSITY LAW SCHOOL. Thirty-fifth year begins Oct. 2, 1893. Confers LL. B.; also (for graduate course) LL. M.

AUSTIN ABBOTT, Dean and Senior Professor.

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PROF. RUSSELL,

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Fall term begins Oct. 2; Evening Sessions.

ABNER C. THOMAS, LL.D., Dean. For catalogues address Prof. CLARENCE D. ASHLEY, 207 B'way.

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18TH ST., 43 WEST.—Very large parlor floor suitable for business; also other rooms; private bath.

130TH ST., 161 WEST, NEAR 7TH AV.—Cheerful rooms; private family; French cuisine; also table board.

FOR ADULTS.—Rooms, with board; excellent table; special rates by year; highest references. Owner, 1,242 Broadway.

City Houses To Let—Unfurnished.

HOUSES AND FLATS.—Great variety; west side; all prices. STEVENS, 9th Av., corner 93d and 104th.

Houses and Flats Wanted.

WANTED—For rent, unfurnished, modern apartments, eight rooms and bath; not over $60 per month. Post Office Box 63, Ridley Park, Penn.

Legal Notices.

AT A SPECIAL TERM OF THE SUPERIOR Court of the City of New-York, held at the County Court House, New-York City, on the 8th day of June, 1893.—Present: Hon. David McAdam, Judge.—In the matter of the voluntary dissolution of the New-York Concert Company, Limited.

On reading and filing the petition of RUDOLPH ARONSON, H. S. Mendelson, Francis H. Kimball, Albert Aronson, H. L. Kingsbury, and William J. Finch, Jr., the majority of the Directors of the New-York Concert Company, Limited, a domestic corporation created under and by the laws of this State, having its principal office located in the City, County, and State of New-York, and the schedules thereto annexed, duly verified by the petitioners on the 5th day of June, 1893, praying for a dissolution of the said corporation, and on reading and filing the notice of motion praying for the appointment of a temporary receiver of the property of said corporation pending the final determination of this proceeding, and upon proof of due service of said notice of motion on the Attorney General of the State of New-York, and on motion of David Leventritt, attorney for the petitioners,

It is ordered, that all persons interested in said corporation show cause before this court, at a special term thereof, to be held at Chambers in the County Court House, in the City of New-York, on the 15th day of September, 1893, at the opening of court on that day, or as soon thereafter as counsel can be heard, why the said corporation should not be dissolved.

It is further ordered, that a copy of this order be published at least once in each week of the three weeks immediately preceding the said 15th day of September, 1893, in the New-York Law Journal and The New-York Times, newspapers published in the city, County, and State of New-York, wherein this order is entered; and it appearing to the satisfaction of the court that the said corporation is insolvent,

It is further ordered, that Fabius M. Clarke and Henry T. Cutter, of the City and County of New-York, be and they hereby are appointed temporary receivers of all the property, things in action and effects, real, personal, and mixed, of the said corporation, the New-York Concert Company, Limited, and of all the property held by it pending the determination of this proceeding, with the usual powers and duties enjoyed and exercised by temporary receivers, according to the practice of this court and of the statutes in such cases made and provided, and with the power to pay such amounts as may be due to and are legally entitled to a preference for wages of employes, operators, and laborers of the said corporation at the time they take possession of its property.

And it is further ordered, that the said receivers before they enter upon the duties of their trust, do execute and file with the Clerk of this court a bond to the people of the State of New-York, with at least one sufficient surety to be approved by the court, in the penalty of twenty-five thousand dollars, in the form prescribed by law, for the faithful performance of their duties as receivers herein imposed, or that may be hereafter imposed upon them, and for the due accounting of all moneys received by them.

And it is further ordered, that upon the filing of such bond thus approved, the said receivers be and they hereby are authorized and directed to take possession of and sequestrate the property, things in action and effects, real, personal, and mixed, of the New-York Concert Company, Limited, and take and hold all property held by or in possession of said corporation.

It is further ordered, that said receivers forthwith proceed and recover by process of law or otherwise pursuant to statute and subject to such direction as the court may from time to time give in the premises, any sum or sums which may be due to said corporation, if the person so indebted be not wholly insolvent, or any property to which said corporation may be entitled.

It is further ordered, that all moneys of said corporation be immediately deposited by said receivers in the Mercantile Trust Company of New-York, to be held by said last-mentioned trust company, subject to the further order of the court and to the credit of the receivers in this proceeding; said money so deposited as aforesaid with said trust company not to be delivered over by it, except subject to and in pursuance to the order of this court.

It is further ordered that no application shall be made to any court nor shall any action of the court be asked or suffered by the receivers relative to or in any way connected with the duties of said receivers or the funds or assets of the defendant above mentioned or their transfer, sale, or delivery, unless due notice of such application be first given to the Attorney General of the State of New-York, as required by law. Enter. D. McA., J.

(A copy.)

[SEAL.] THOMAS BOESE, Clerk.

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NEW-YORK SUPREME COURT, CITY AND County of New-York.—MOSES NEWBORG and Leopold Newborg as executors, &c., of Joseph Newborg, deceased; Leopold B. Rosenberg, Malvin Gutman, and Moses Newborg against HENRY BACH.—Summons.—Action No. 2.

To the above-named defendant: You are hereby summoned to answer the complaint in this action, and to serve a copy of your answer on the plaintiffs' attorneys within twenty days after the service of this summons, exclusive of the day of service; and in case of your failure to appear or answer, judgment will be taken against you by default for the relief demanded in the complaint.—Dated New-York, July 25th, 1893. BLUMENSTIEL & HIRSCH, Plaintiffs' Attorneys, Office and Post Office address, No. 320 Broadway, New-York City.

To the defendant, Henry Bach: The foregoing summons is served upon you by publication, pursuant to an order of the Hon. Charles H. Van Brunt, one of the Justices of the Supreme Court of the State of New-York, dated the 17th day of August, 1893, and on that day filed with the complaint in the office of the Clerk of the City and County of New-York, at the County Court House, New-York City.

BLUMENSTIEL & HIRSCH, Plaintiffs' Attorneys.

Office and Post Office address, 320 B'way, N. Y. City.

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NEW-YORK SUPREME COURT, CITY AND County of New-York.—MOSES NEWBORG and Leopold Newborg, as executors, &c., of Joseph Newborg, deceased; Leopold B. Rosenberg, Malvin Gutman, and Moses Newborg against HENRY BACH.—Summons.—Action No. 3.

To the above-named defendant: You are hereby summoned to answer the complaint in this action, and to serve a copy of your answer on the plaintiffs' attorneys within twenty days after the service of this summons, exclusive of the day of service; and in case of your failure to appear or answer, judgment will be taken against you by default for the relief demanded in the complaint.—Dated New-York, July 25th, 1893.

BLUMENSTIEL & HIRSCH, Plaintiffs' Attorneys.

Office and Post Office address, No. 320 Broadway, New-York City.

To the defendant, Henry Bach: The foregoing summons is served upon you by publication, pursuant to an order of the Hon. Charles H. Van Brunt, one of the Justices of the Supreme Court of the State of New-York, dated the 17th day of August, 1893, and on that day filed with the complaint in the office of the Clerk of the City and County of New-York, at the County Court House, New-York City. BLUMENSTIEL & HIRSCH, Plaintiff's Attorneys.

Office and Post Office address, 320 B'way, N. Y. City.

au18-law6wF

NEW-YORK SUPREME COURT, CITY AND County of New-York.—EMMA MAY ROSS, plaintiff, against JAMES M. ROSS, defendant.—Summons.—Action for a divorce.

To the above-named defendant: You are hereby summoned to answer the complaint in this action, and to serve a copy of your answer on the plaintiff's attorney within twenty days after the service of this summons, exclusive of the day of service; and in case of your failure to appear or answer, judgment will be taken against you by default for the relief demanded in the complaint.—Dated New-York, July 14, 1893. THOMAS J. FARRELL, Plaintiff's Attorney.

Office and Post Office address, No. 261 Broadway, New-York City, N. Y.

To the above-named defendant, James M. Ross: The foregoing summons is served upon you by publication pursuant to an order of the Hon. Morgan J. O'Brien, one of the Justices of the Supreme Court of the State of New-York, dated the first day of August, 1893, and filed with the complaint in the office of the Clerk of the City and County of New-York, at the County Court House, in the City of New-York.—Dated Aug. 10, 1893.

THOMAS J. FARRELL, Plaintiff's Attorney,

au11-law6wF 261 Broadway, New-York City.

NEW-YORK SUPREME COURT, CITY AND County of New-York.—JOHN T. MURPHY, plaintiff, against THE BANK OF NEW-ENGLAND, defendant.—Summons.—To the above-named defendant: You are hereby summoned to answer the complaint in this action and to serve a copy of your answer on the plaintiff's attorney within twenty days after the service of this summons, exclusive of the day of service; and in case of your failure to appear or answer, judgment will be taken against you by default for the relief demanded in the complaint.—Dated New-York, June 30, 1893.

CHAS. DE HART BROWER, Plaintiff's attorney.

Office and Post Office address, No. 10 Wall Street, New-York City, N. Y.

To the above-named defendant, The Bank of New-England: The foregoing summons is served upon you by publication, pursuant to an order of Hon. Morgan J. O'Brien, a Justice of the Supreme Court of the State of New-York, dated the 27th day of July, 1893, and filed with a copy of the complaint in the office of the Clerk of the City and County of New-York at the County Court House in said city, county, and State.—Dated New-York, July 28th, 1893. CHAS. DE HART BROWER, Plaintiff's attorney,

jy28-law6wF 10 Wall Street, New-York.

SUPREME COURT, COUNTY OF NEW-YORK.—HENRY C. ANDREWS, Plaintiff, against WILLIAM BURNLEY, Samuel A. Davenport, and Charles A. Hitchcock, Defendants.—Summons.—To the above-named Defendants and to each of them: You are hereby summoned to answer the complaint in this action and to serve a copy of your answer on the Plaintiff's Attorney within twenty days after the service of this summons, exclusive of the day of service, and in case of your failure to appear or answer, judgment will be taken against you by default for the relief demanded in the complaint.—Dated New-York, N. Y., May 4th, 1893.

WILLIAM J. MEAGHER, Plaintiff's Attorney.

Office and Post Office address, No. 2 Wall Street, N. Y. City.

To William Burnley and Samuel A. Davenport, defendants above named: The foregoing summons is served upon you by publication pursuant to an order of Hon. Chas. H. Van Brunt, one of the Justices of the Supreme Court of the State of New-York, dated the 24th day of August, 1893, and filed with the complaint in the office of the Clerk of the City and County of New-York on the 24th day of August, 1893.—Dated New-York, N. Y., August 24th, 1893. WILLIAM J. MEAGHER, Plaintiff's Attorney.

au25-law6wF

Amusements.

Manhattan Beach. Sousa's Band.

EVERY AFTERNOON AND EVENING.

Friday, Saturday, and Sunday.

The Unrivalled Band,

Assisted by Eminent Vocal Artists.

SALUTE OF NATIONS TO COLUMBIA, and THE COOPERS' CHORUS, at every concert.

GRAND OPERA CHORUS, FIFERS, DRUM CORPS, SCOTCH BAGPIPERS, ARTILLERY ACCOMPANIMENT, &c.

Vocal Artists for to-day:

Mlle. MARCELLA LINDH, The eminent coloratura singer.

Miss CAROLINE HAMILTON, (The "Maid Marian" of the "Bostonians,") who will sing the "FOREST SONG" from "Robin Hood," and STAR-SPANGLED BANNER and MARSEILLAISE in Salute of Nations, with Chorus.

For Saturday and Sunday:

Miss CAROLINE HAMILTON, Soprano.

Mr. W. H. CLARKE, Basso, and

Miss MARIE TEMPEST.

PAIN'S STORMING OF VICKSBURG and GRAND FIREWORKS

Every Evening except Sunday and Monday.

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LAST THREE NIGHTS.

Bolossy Kiralfy's KING SOLOMON ends the season Sunday night.

Daily afternoon vaudeville entertainments will be continued.

West 42d St., West 14th St., (electric cars,) Franklin, Christopher, Barclay St. Ferries.

Admission, 25c. and 50c.

GRAND OPERA HOUSE. 23D ST. AND 8TH AV. NOW THE HANDSOMEST, SAFEST, and most COMFORTABLE THEATRE IN NEW-YORK.

THE SPAN OF LIFE.

MATINEE WEDNESDAYS AND SATURDAYS. POPULAR PRICES. NEXT WEEK—THE SILVER KING.

DALY'S THEATRE. Broadway and 30th St. Under the management of MR. AUGUSTIN DALY. To-night at 8:30. Matinee Saturday at 2:30. First engagement in America of EDWIN CLEARY'S FRENCH COMPANY in the great "Musical Play Without Words," L'ENFANT PRODIGUE. Increased orchestra. SPECIAL PREPARATIONS. Prices, $1.50, $1, and 50 cents.

GARDEN THEATRE. Matinée Saturday. Lessee and Manager..........Mr. T. H. FRENCH

LOIE FULLER AND HER COMPANY.

Under the Direction of Mr. ROBERT GRAU.

MISS FULLER appears every evening at 9:30.

KOSTER & BIAL'S, 34TH ST., West of B'way.

GRAND OPENING NEXT MONDAY EVENING, AUG. 28.

BOX OFFICE NOW OPEN.

MADISON SQUARE GARDEN. TOWER AND ROOF GARDEN, CONTINUOUS ENTERTAINMENT NIGHTLY. Sensational Dances. Admission, 50 cents.

LYCEUM THEATRE. 4th Av. and 23d St. DANIEL FROHMAN..........Manager. E. H. SOTHERN. CAPT. LETTARBLAIR. Evenings, 8:15. Matinee Saturday only at 2.

HOYT'S MADISON SQUARE THEATRE. Evenings at 8:30. Saturday matinées at 2. THE NEW SOUTH.

BROADWAY THEATRE. Evs., 8. Sat Mat., 2. HOPPER | PANJANDRUM. NOVELTY ALL THE TIME.

PALMER'S THEATRE. RICE'S Surprise Party. Resuming To-morrow (Sat.) Ev'g. in Merry, Musical. Crowded with novelties. 1492. To-morrow Ev'g.

ACADEMY OF MUSIC. 14th St. & Irving Place. Eugene Tompkins's new BLACK CROOK. Mats. Wed. and Sat. at 2. Evening at 8.

CASINO. Broadway and 39th St. ROOF GARDEN. Entertainment Continuous—8 to 12 o'clock. Nightly and Sunday. Admission, 50 cents.

KOSTER & BIAL'S. Mats. Mon., Wed., & Sat. LAST WEEK at the 23d St. CONCERT HALL. THE BOXING KANGAROO. Operetta, Vaudeville, Novelties.

AMERICAN THEATRE. SAT. MATINEE. THE PRODIGAL DAUGHTER. ROOF GARDEN OPEN. Admission to both, 50c.

EMPIRE THEATRE. Broadway and 40th St. R. C. Carton's original modern play, LIBERTY HALL. Evenings at 8:15. Regular Matinée Saturday.

STAR THEATRE. Evgs., 8:15. Mat. Sat., 2:15. Mr. Lawrence Hanley in "THE PLAYER." Aug. 28, LOTTIE COLLINS and SPECIALTY CO.

IMPERIAL MUSIC HALL. B'way and 29th St. BEST VARIETY BILL IN AMERICA. 30 AMERICAN AND EUROPEAN STARS. 30

BASEBALL. POLO GROUNDS TO-DAY. Grand League Championship Game. PITTSBURG VS. NEW-YORK. Game 4 P. M. Admission, 50c. and 25c.

EDEN MUSEE. WORLD IN WAX. AT 2:30 P. M. AND 8 P. M. GRAND VAUDEVILLE PERFORMANCE.

NATIONAL ACADEMY OF DESIGN. $1,000,000 spent on Art Objects now exhibited from 9 A. M. to 6 P. M., 23d St. and 4th Av.

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HOTEL WELLINGTON,

Madison Av. and 42d St., NEW-YORK.

One block from Grand Central Depot. A family hotel of the best class, with special rates to permanent guests. Rooms $1 per day and upward. American and European plan. GEORGE MURRAY.

UNION SQUARE HOTEL.

J. H. FIFE, Manager.

European plan. Rooms $1 per day and upward. Special rates during the Summer months and to permanent guests. Union Square and 15th St., New-York.

HOTEL RENAISSANCE,

43D ST., WEST OF 5TH AV.

STRICTLY FIRE-PROOF.

Several apartments for rent.

Musical.

JUST PUBLISHED—BICYCLE SONG, "KING of the Cycling Wheel"; "I Wish I Was a Poodle," "I'd Be the Ladies' Pet," "Baby Marguerite." Music dealers.

Lost and Found.

LOST.—MALTESE CAT; red ribbon around his neck; $5 reward if returned to 22 West 31st St.

Proposals.

PROPOSALS FOR SUPPLIES FOR THE NAVY Yard, Washington, D. C.—Aug. 17, 1893.—Sealed proposals, indorsed "Proposals for Supplies for the Navy Yard, Washington, D. C., to be opened Sept. 5, 1893," will be received at the Bureau of Supplies and Accounts, Navy Department, Washington, D. C., until 12 o'clock noon, Sept. 5, 1893, and publicly opened immediately thereafter, to furnish at the Navy Yard, Washington, D. C., a quantity of screws, nails, lumber, steel, iron, and steel castings. The articles must conform to the navy standard and pass the usual naval inspection. Blank proposals will be furnished upon application to the Navy Yard, Washington, D. C. The attention of manufacturers and dealers is invited. Tie bids, all other things being equal, decided by lot. The department reserves the right to waive defects or to reject any or all bids not deemed advantageous to the Government. THOS. J. LASIER, Acting Chief of Bureau.

PROPOSALS FOR THE ERECTION OF OFFICERS' Quarters.—Office of the Quartermaster, U. S. Military Academy, West Point, N. Y., Aug. 24, 1893.—Sealed proposals, in triplicate, subject to the usual conditions, will be received at this office until 12 o'clock noon, on the 23d day of September, 1893, for the erection of one set of officers' quarters at West Point, N. Y., as per plans and specifications to be seen at this office. Inclose proposals in envelope marked "Proposals for erection of officers' quarters," and addressed to the undersigned, W. H. MILLER, Captain and A. Q. M., U. S. Army.

WEST POINT, N. Y., AUG. 21, 1893.—Sealed Proposals in triplicate, subject to usual conditions, will be received here until 12 o'clock noon, Sept. 21, 1893, and then opened, for furnishing such forage and straw as may be required. The United States reserves the right to reject any or all proposals. All information furnished upon application. Envelopes containing proposals should be marked "Proposals for Forage and Straw," at West Point, N. Y., and addressed to the undersigned, W. H. MILLER, Captain and Assistant Quartermaster, United States Army.

SILVER MEN ARE DEFEATED

REPEAL OF THE SHERMAN ACT A FOREGONE CONCLUSION.

Majority for It in the House of from 36 to 44—Will Also Be a Majority in the Senate—Congressman Culberson and Martin Maginnis of Montana Give up the Fight for Free Coinage—Opposition Gradually Melting Away—Legislators Listen to the Voice of the People.

WASHINGTON, Aug. 24.—"You may tell the people of Houston," said Representative Culberson yesterday to a correspondent of a Houston paper, "that free silver is beaten all along the line, in the House and the Senate."

This was a voluntary statement, and its language plainly conveyed the desire of the member, who is a strong silver man, to have the truth known at his home, where all the people are supposed to favor a free coinage bill, and have hoped to see such a bill passed.

The statement was made advisedly, and it agreed perfectly with the canvass made of the House by the committee in charge of the repeal bill. The committee had one of its many meetings this afternoon, and a review of the canvass made by comparison of the different lists showed that the repeal was safe.

The vote for free coinage at a ratio of 16 to 1, which is "straight" free coinage, will not be so large as that for free coinage at the ratio of 20 to 1, but there will not be 160 votes for the higher ratio.

The bill will pass with a majority, certainly, of 36 to 40, and the vote may reach 200 for the repeal, which will give a majority of 44. The repeal men have an admirable organization. The silver men have no organization worthy the name.

It is too early to say what the vote will be in the Senate, but there will be a majority there for the repeal, notwithstanding the predictions made a fortnight ago by the *Post* that it would be impossible to pass the unconditional repeal in the Senate. The *Post* has revised that statement since that time and since it has discovered that Mr. Gorman is assisting the Administration with all the ability he possesses to carry to success, in a crisis the like of which has not been encountered by any Administration in many years, the bill for the repeal of the silver purchasing power.

Since the tide has turned in favor of the repeal bill it is sweeping away opposition rapidly, and the name of some new adherent of the President is quoted daily as having been secured.

Mr. Cummings's speech has not provoked the indignation that some of the Democrats feared it would. On the contrary, Southern Democrats, excepting Kyle of Mississippi, who would not consent to give Mr. Cummings an extension of time to reply to a Mississippian who had assailed his State, have admitted that he made his point well, and that Tammany does know something about the ethics of politics. It really has not left any feeling of resentment.

That will be seen, perhaps, after the vote has been taken on the different ratios proposed to make free coinage palatable, for it is more than probable that after the Democrats have discovered that there cannot be free coinage by consent of this House, many of those who have voted for a ratio of 20 to 1 may decide to support the President and vote for repeal.

The effect of a large majority for the repeal in the House will be helpful in bringing the Senate to a vote, it is believed, in two or three weeks after the House bill reaches the upper branch.

This is foreseen by silver men who are observing the contest for their constituents. Major Martin Maginnis of Montana, who has been here in the interest of the Bimetallic League, said to-day that he thought the House bill would be passed with a majority of 28. He thinks that Mr. Bland made a mistake in agreeing to a vote on a day certain, and in submitting a proposition to vote on a change of ratio. It is his opinion that a seignorage proposition retaining the old ratio would be stronger, and that upon this the silver men in the Senate will ultimately stand.

He does not hope for a majority in the Senate. As he is a representative of a strong silver constituency, and a man who does not surrender before he has been asked to do so, this opinion is interesting as reflecting the silver man's view.

POPULISTS' DAY IN THE SENATE.

Speeches by Peffer of Kansas and Allen of Nebraska.

WASHINGTON, Aug. 24.—There was an interchange of Populist courtesies in the Senate today which was thoroughly appreciated by the Senators and the occupants of the galleries. Mr. Stewart (Pop., Nev.,) gave notice last Monday that he would address the Senate on the silver question yesterday. On Tuesday Mr. Peffer (Pop., Kan.) announced that he would make a speech on silver Thursday.

Because of the debate on the Peffer resolution yesterday Mr. Stewart failed to secure the floor. To-day as soon as the morning business was disposed of he addressed the Chair and was given the floor by the Vice President.

In the meantime Mr. Peffer had laid out a thick pile of manuscript on his desk, called for a glass of water, cleared his throat, and combed his whiskers preparatory to addressing the Chair. Not until Mr. Stewart was about to begin his remarks did Mr. Peffer realize the situation. He hastily arose, but before he could speak, Mr. Stewart had said in a loud voice:

"MR. PRESIDENT: We have now reached the fork in the road."

The Nevada Senator got no further than the fork. Mr. Peffer appealed to the Chair to sustain him in his right to the floor, claiming that he was entitled to it because he had given notice that he would speak to-day.

Mr. Stewart was not disposed to yield, saying that as he had not been permitted to speak yesterday he should not be denied that privilege now. After a breezy exchange of words between the two Senators, the Vice President ruled that inasmuch as he had recognized Mr. Stewart he was under "the painful necessity" of according him the floor.

Then Mr. Stewart, who had suddenly grown magnanimous, said that if the Senator from Kansas really desired to speak he would yield to him.

"I do not wish to take the floor from the Senator," replied Mr. Peffer, "but I would like very much to deliver this speech to-day," and thereupon he proceeded to read from his manuscript, and he did not finish until nearly 4 o'clock. There was much merriment over Mr. Stewart's discomfiture, and it may be expected that he will not soon again try to be magnanimous to a fellow-Populist.

Mr. Peffer's speech was in line with his previous utterances on the silver question. He denounced the money sharks of Wall Street to his heart's content, and sent up the old, old cry of "money, more money." While he was speaking the great majority of Senators found recreation in the restaurant and the lobbies. Mr. Peffer was followed by Mr. Allen (Pop., Neb.,) who read a silver speech to a half-dozen Senators.

Mr. Peffer claimed a hearing because he represented at least a million and a half of voters who believed just as he did. He criticised some of the President's statements in the message to Congress for the purpose of showing, he said, that the trouble had not been caused by any want of confidence on the part of the people, but that it had been caused by practical treason on the part of a class which he hoped would be relieved from the responsibility of stealing from the people.

Alluding to the suggestion made by protectionists that fear as to changes in the tariff had much to do with the financial panic, he asked what fears had the farmers, mechanics, or clerks of the country that manufacturing establishments were in danger from the present Administration.

Mr. Hawley (Rep., Conn.,) suggested the case of a manufacturing town where projected new constructions were stopped by a fear of tariff changes, and asked whether the mechanics of such a town who had expected to get work were not interested in the matter.

Mr. Peffer replied that whenever a manufacturing establishment really closed because of the fear of any tampering with the tariff he would answer the Senator's question. He did not believe that there was one such case in a thousand. He had no doubt that there were a great many cases where the men did not proceed with projected enterprises because they feared that they would not receive the protection now afforded them. But he insisted that now, and for the last half dozen years, the failures of manufacturing establishments did not come from any prospective tariff policy, but from want of orders.

The people had not money to buy goods and orders were slackened. His own constituents were selling their wheat at 25 to 30 cents a bushel, corn at no more than it cost to produce it, horses at one-fourth their value, and cattle at two-thirds of their value. They were unable to buy goods from the merchants, and the merchants did not order goods from the manufacturers. That was the trouble. The Democratic Party, however, dared not to-day to establish free trade. All the power of Christendom would be brought to bear to prevent it.

There was no danger of free trade unless that fight was forced on the people. If it were forced on them, every Custom House would be razed, and from that time on trade with all the world would be free. That was where the country was drifting, and the men behind the throne to-day were the men who were hastening that consummation. If the farmers of the country had to compete with pauper labor, manufacturers could do it; and they would have to do it before the fight ended. What was fair to the farmers was fair to the manufacturers.

Mr. Peffer went on to descant upon the luxurious extravagance of New-York millionaires and upon Wall Street bankers and brokers, who were, he said advisors of the President, and the result of whose advice was the bill to repeal the Sherman act. Half a dozen speculators, he said, ruled the country with iron hand. It was time to dissolve partnership with Wall Street. Since the dawn of history the money changer had been always against the people, but it had been reserved for the Christian civilization of the closing years of the nineteenth century to throw the garb of respectability about the business of the usurer.

Mr. Peffer declared himself in favor of "free and unlimited coinage of silver, 16 to 1; that or nothing." He had no compromise to offer, and would accept none. He went on to argue that it was the Government mintage that gave the legal-tender quality to gold, as well as to silver, and he illustrated his argument by the exhibit of a gold eagle and a bar of gold of exactly the same weight and purity. The eagle was legal tender in payment of all debts, but the bar was not.

"Why is it," he said, "that this coin is money and that this bar is not?"

He wished to hold up the bar to view, but to the amusement of the Senate he could not lay his hand on it.

"I do not know where the bar is," he said, with an air of surprise.

He was advised by Mr. Butler (Dem., S. C.,) that he had better keep his eye on it.

Having recovered the bar, he said that the coin was money and that the bar was a commodity, and that therefore they were not of equal value. The coin was worth $10 and the bar was worth only $8.80.

"So that, after all," remarked Mr. Gallinger, (Rep., N. H.,) "the coin does not contain gold to the amount of its par value, and the gold bar is not fiat money."

"The bar is not money at all," said Mr. Peffer, "fiat or any other kind. But the coin is fiat money. The coin has on its face 'Ten Dollars,' and there is no other way of keeping its value but through the forms of law. I do not wish to be understood that the metal in the coin is intrinsically worth $8.80, because a large part of its measure of value, for commercial purposes, is given to that by reason of the Government using such a large quantity of gold for money.

"So far as I am concerned, the Sherman law shall never be repealed unless we have the law of our fathers restored to the statute book. The unconditional repeal of the Sherman law would mean the gold standard."

Mr. Peffer then went on to criticise Mr. Voorhees for what he called his "political apostasy."

Drifting into a discussion of his resolution as to the national banks violating the law in refusing to pay depositors checks in currency, Mr. Peffer said that he did not mean to censure the Controller of the Currency, the Secretary of the Treasury, or the banks. He merely wanted an official statement of the facts. He believed that, in the present condition of things, the New-York banks had done just what they had to do, just what they ought to have done.

It was 3:30 when Mr. Peffer finished his speech. He had very small audiences, both on the floor and in the galleries.

Mr. Allen, (Pop., Neb.,) addressed the Senate in support of his amendment to add to the Voorhees bill a provision for free coinage at the ratio of 16 to 1, and for the coinage, without unnecessary delay, of the silver bullion owned by the Government. He described himself as a humble member of a new political party which had recently come into public notice.

That party had been made necessary by the constant drifting away of the Nation from its moorings. It was hourly growing in numbers, courage, intelligence, and discipline, and would sooner or later force the two old political parties to administer the affairs of the Government to the interest of the people, or would force them into disintegration and death. If there was anything that could be said to be settled in political affairs it was that both the Democratic and Republican Parties were committed by their history to the doctrine of bimetallism, and they should be held to that doctrine.

Mr. Allen proceeded to make a long legal and historical argument to prove that silver was the money of the Constitution, and that the power to control and regulate the value of money was a political power conferred upon Congress under the Constitution. Could Congress refuse to fulfil the duty of coining silver? He thought not. He believed that that duty would be fulfilled, unless, indeed, that point in the world's history had been reached when the rule of the feudal lord had given way to the rule of the money lord. The People's Party, he said, was not clamoring for silver because it preferred it to gold, but because it was convinced that there was not gold enough in the world to do the world's work.

He went on to argue against the unconditional repeal of the Sherman act, which was, he said, the last feeble barrier between the patriotic and industrious classes of the people and that horde of insolent, aggressive, and ravenous men, the gamblers of Lombard Street and of Wall Street, who would, for private gain, (through a contracted volume of money,) turn the world back into the gloom of the dark ages, with all its attendant evils and miseries.

"We cannot," said Mr. Allen, "suffer this to be done. We will stand like a wall of fire against its accomplishment. And only when the measure which is to succeed the present law is shown to us, enacted into law, and approved, can we with safety repeal the Sherman act. No mere high-sounding declaration about an intended return to bimetallism, such as is attached to the bill reported from the Finance Committee, can be permitted to betray us into the unconditional repeal of the Sherman act. Such a declaration is only additional evidence of a fixed and settled purpose on the part of the Administration to drive silver from the field as coin forever. It may quiet the fears of the weak and lull the thoughtless into an attitude of fancied security, but it is merely the song of the siren luring the Nation to its destruction.

"No, Sir; base, ignoble, and cowardly as the Sherman act is and ever has been, it is infinitely better than this limp, meaningless, and useless declaration of an intention to return to bimetallism. We have it in our power to force better terms and we would be unworthy if we failed to do so."

THE DEBATE IN THE HOUSE.

Small Heed Paid to the Rule Limiting Speeches to Five Minutes.

WASHINGTON, Aug. 24.—There was no adherence to-day in the House to the five-minute rule, although the debate was supposed to be regulated by that rule. Nearly every speaker who had something to say which took more than five minutes was able to obtain extension of his time, and so the list of speakers was not as long as might have been expected. The attendance of members was good, the approach of the voting time having the effect to keep many members here who would like to go away until Monday to enjoy a cooler climate.

There was a tone of melancholy in the silver speeches. As the test comes nearer, the supporters of the repeal become more confident, as they have reason to be, and not even the fear of a break on the proposition for a new ratio of 20 to 1 oppresses them. The notion of a new ratio is understood pretty well as furnishing but an experimental solution of the problem, and experiments cannot be tried now.

The notable speeches for the repeal came from Caruth of Kentucky, who is a silver man, and from Dingley of Maine, who is against free silver. Wilson of Ohio made a speech for a bimetallic currency, and then declared that he would vote for the repeal.

Lafe Pence, the Colorado orator, spoke another little piece, with a musical tenor voice, but he succeeded only in proving that Mr. Bynum was inconsistent in being for free coinage last year and for repeal of the silver purchase clause this year. This Mr. Bynum cheerfully admitted.

Mr. Waugh, (Rep., Ind.,) who opened the debate, said he would vote for the repeal of the Sherman law, although he did not believe it was the cause of the present depression. It had simply outlived its usefulness, and its repeal would be the shortest road to true bimetallism. Powerful as we were, it was impossible to create values by legislation; free and unlimited coinage of silver would foster the greatest monopoly for the accumulation of wealth in the history of the country.

Mr. Somers (Dem., Wis.,) stood for the use of gold and silver as the money of the United States, and desired to travel the road, through an international conference, that would lead the countries of the earth to the free coinage of gold and silver at a fixed ratio. It was, he said, his purpose to vote against all ratios proposed and for the unconditional repeal of the Sherman law, not because he was an enemy of silver, but because he believed it was necessary to restore confidence.

Mr. Johnson (Rep., N. D.,) did not believe any one in the House could tell what the dollar of the daddies, so widely discussed, looked like. Since the so-called demonetization of silver the money men of the country had been increased a thousandfold, and its stability maintained on an equality with gold. If that was what demonetization did for the money men of the country, he was willing to vote for more of it.

Mr. Pickler (Rep., S. D.,) asked unanimous consent that on Monday next, when the bill was taken up for action, he be permitted to offer an amendment, if the substitute of Mr. Bland is defeated, providing for the free coinage of the American product at the ratios indicated in the substitute, but Mr. Wilson, in charge of the bill, objected.

The gentleman from South Dakota then asked consent to introduce on Monday, Aug. 28, an amendment providing that, if all the substitutes and amendments be voted down, and if the Wilson bill be passed, the House shall proceed to vote on House bill No. 2, providing for the free coinage of silver, limited to the American product, at ratios from 16 to 1 up to 20 to 1. This was objected to by Mr. Tracey (Dem., N. Y.,) because it changed the order agreed upon.

Mr. Pickler contended that the proposition gave the gold men everything. This was a proposition to coin only the American product, to be submitted only after the gold men had conquered their opponents and were in possession of the field. He said he was prepared to vote for some of the ratios proposed, for his people believed in the use of silver money. Mr. Pickler started to say that he supposed that after the repeal of the Sherman law the gold men would hasten to enact some legislation favorable to the money of the common people. By a slip of the tongue he named the McKinley bill.

In response to the laughter that followed, Mr. Pickler shouted defiantly:

"Not that bill! It will never be repealed."

Mr. Cleveland he looked upon as the greatest convert to the ranks of the gold men, a convert backed up and supported by the "London Missionary Society." The gold men, he said, were greater calamity howlers than ever came from Kansas. The bankers of the East were crying out against the dishonesty of the farmers of the West and South, when the fact was that the bankers of the East were dishonest men and were violating the law at the present time. Reference was made by him to the debate in the Senate yesterday on Mr. Peffer's resolution.

In conclusion, Mr. Pickler, whose time had been extended three different times, argued in favor of such legislation as would keep up the volume of the currency upon which the prosperity of the country depended.

Mr. Lucas (Rep., S. D.,) spoke in favor of the double standard and the proper use of silver as money. If the time had come when this country must wait upon England and accept what she saw fit to do or not to do in the matter of money, he thought the time had also come for the construction of a new Declaration of Independence.

Mr. Hartman (Rep., Mon.,) spoke as a member representing a State producing more gold and silver than all the others combined. The Republican platform declared in favor of the coinage of both gold and silver, and Mr. Hartman said he had a right to ask the Republicans of Congress what they were going to do about it. His State had stood by the other great planks of the platform, and they now asked the Republicans of the House to support that plank that affects the interests of the silver States.

He did not want to return to his people and tell them the financial part of the platform they supported was meaningless, and that they had been juggled with it. But when the onslaught on the tariff came, Representatives from New-England would come to the members from the silver West and extend the hand of brotherly love and urge them to vote to avert the disaster attending its repeal. The silver men were but human, and while they believed the McKinley law to be the best tariff legislation ever enacted, what their answer to that appeal would be he could not say.

Mr. Bartholdt (Rep., Mo.,) said that it might be taken from the speeches of his colleagues that the people of his State were a unit in favor of the free and unlimited coinage of silver at the present or some other ratio. This was not true, and was a reflection upon the sound intelligence of the people of Missouri. They asked for the repeal of the Sherman law and the extension of the circulation of national banks to the par value of the bonds they have deposited to secure such circulation.

Mr. Houk (Dem., Ohio,) spoke briefly in explanation of his vote. He was inflexibly opposed to any measure that would result in the establishment of a monometallic basis in this country, either gold or silver, but regarded it as the settled policy of the United States, plainly indicated in the Constitution, that gold and silver, in proper ratio, should be the standard money of the United States. The Wilson bill, he thought, was in accordance with those views and he would vote for it unconditionally. It afforded speedy relief, and all questions of permanent financial and tariff legislation should, he thought, be postponed until the regular session.

Mr. Heard (Dem., Mo.,) said that although no man detested the purchasing clause of the Sherman act more than he, still he would vote against its repeal. He did this because he believed something should be given the people that would recognize the principle for which they were contending. He would rather have a limited coinage of silver at the present ratio than have unlimited coinage at a higher ratio. He would vote for the coinage of silver at a ratio of 16 to 1.

Mr. Caruth (Dem., Ky.,) said that never since the time when the life of the Nation was at stake had Congress met under graver auspices. He held to the views of a wise and patriotic President when he said that the people were entitled to a sound and stable currency. He (Caruth) had asked bankers, merchants, mechanics, laborers, rich men and poor men what was the cause of the present widespread disaster, and from every class had come the answer that it was due to the purchasing clause of the Sherman act law. The President had discharged his duty. The responsibility rested now on Congress, and for one he did not desire to shirk that responsibility. He stood here ready, here and now, to cast his vote without restriction, limitation, or condition for the repeal of the purchasing clause of the Sherman act.

Mr. Dingley (Rep., Me.,) contended that the present business depression was not directly attributable to the act of 1890. It went further back than that, and was more due to the legislation of 1878. He had voted for the Sherman bill because he believed that it contained new restrictions which would somewhat postpone the evil day which was bound to follow the execution of the provisions of the Bland act.

Although personally he had believed the silver policy unwise from the time it was inaugurated in 1878, he had voted for the Sherman act. First, and mainly, because he believed that the new restrictions would somewhat postpone the evil day and remove some of the evils that were gathering; secondly, because he was anxious to see tried the experiment of using substantially the American product of silver and ascertaining whether, as a matter of fact, such a policy would not cause silver to advance, and, thirdly, because there was upon the country at that time a serious condition of affairs.

The Sherman act had been passed because the silver policy had been fixed upon the country for the time being, and because it was believed that new restrictions would guard against the pending dangers. But the silver-purchasing clause had never been designed as a permanent policy. It was admitted to be a temporary expedient—illogical, without any basis or any sound principle of finance. For himself, on questions of this nature, he allowed no party platforms to override his convictions of duty.

The currency of the nation was the life-blood of business; and when he had clear convictions of what was necessary for the prosperity of the country, no mere juggling in a party platform would swerve him from the path of duty. The fact was that no distrust existed in the country of the intention and ability of the Government to pay all its currency in gold, but that was not evidence to English investors, who withdrew so much as to make currency immediately scarce. Depositors had become frightened and things had grown worse.

It had been said that the trouble was that banks were in a conspiracy to break down confidence by hoarding money. In the year ended Aug. 6, 1893, the New-York banks had lost $155,000,000 in deposits. In the same year the bank loans had decreased only $80,000,000, so that they had not nearly so much money on hand as a year ago. In fact, their funds were so low that the Senate had before it a resolution criticising them for hoarding so little. The trouble was that among the people throughout the country there prevailed a distrust, a panicky feeling, the reason for which they could not give. The money heretofore in the banks had gone into the pockets of individuals.

The duty of the day was to do that which would restore confidence in the highest possible degree. Nothing in his opinion would do so much as for Congress to authorize an increase of national bank circulation to the par value of bonds deposited to secure them. That would not only put $20,000,000 additional currency into circulation, but it would affect favorably the imaginations of men who thought that trouble lay ahead, to be obviated only by more money.

Mr. Wilson (Rep., Ohio,) acknowledged the difficulty of keeping gold and silver at a parity, but he was in favor of the Government maintaining the double standard. He would cast his vote for any measure that would keep gold and silver on a parity. But there was no opportunity given to the Republicans to offer an amendment. He would like to vote for a proposition which would keep gold and silver at a parity at a ratio approximating the commercial ratio. He would be glad to vote for a ratio that would maintain a parity between the two metals. But if this privilege was denied him, there was but one course left to him, and that was to vote for repeal.

Mr. Van Voorhis (Rep., N. Y.,) said that Congress had been in session for nearly a month, and the members had accomplished but one thing—they had provided for the payment of their own mileage. That was all right, but could they not have done long before this something to relieve the country? If Congress had passed, two weeks ago, a bill repealing the purchasing clause, the panic would be off to-day. That clause should be repealed unconditionally or with proper conditions. But he did not entirely concur in the Wilson bill. While he was in favor of the unconditional repeal, he was also in favor of keeping all the money we now had at a parity.

Mr. Russell (Dem., Ga.,) was in favor of free coinage. It had been that Nero had fiddled while Rome was burning, and now, when cotton and wheat were going down, the American Congress was fiddling, consuming time, and telling the same story over and over again. And the people were in distress. This was not a fight between the Republican and Democratic Parties. It was a fight between the money classes and the laboring classes.

Mr. Johnson (Dem., Ohio,) proposed to vote for the Wilson bill, because he was opposed to the purchase of silver. He was opposed to it for the same reason that he was opposed to the purchase of wool, or of whisky, for that matter. He would vote for the bill because he was not a bimetallist. He believed that one unit, and only one unit, could be maintained at any time.

Mr. Crawford (Dem., N. C.,) did not believe that the Democratic Party was going to do the thing that it was now threatening to do. He believed that when the vote was taken the majority of the Democrats would be found voting for free coinage.

Mr. Loud (Rep., Cal.,) criticised the President and the Democratic Administration for their action relative to the execution of the Geary Chinese exclusion law.

Mr. Hager (Rep. Iowa,) twitted the Democrats upon their dissensions on the silver question, and suggested that confidence would be restored if the people knew that that party was also divided upon the tariff question.

Mr. Pence (Pop., Col.,) said, in premising a humorous speech, that when he had come to Washington he had expected to find a warm corner and a comfortable seat in the old McCreary Inn. But he had been shown the door, and, on inquiry, he had discovered that the old hostelry was being run on the European plan. [Laughter.] He had been told that he would receive a cheerful welcome, because Mr. McCreary had in 1891 been tendered a vote of thanks by a Kentucky convention for his advocacy of the free coinage of silver. He (Mr. Pence) was allied to Kentucky by marriage, and he had believed that he could rely upon Kentuckians, but he had been compelled to telegraph to his people—or, rather, his wife had—that he had been fooled. [Laughter and applause.]

He had been taught by Voorhees, Cooper, and Bynum, and right well they had taught him. [Laughter.] His lessons had started him upon a course from which he would not turn his face by reason of the offer of "pie" from the Administration. [Applause.] Standing here as a member of the People's Party, he might look with joy on the probability of the Democrats surrendering at the command of the Executive, of the Republican minority being chained absolutely to the Executive chariot, but he hoped that he was prompted by higher motives. [Applause.] He had a people at home more deeply interested in this question than any other people in the Union.

Mr. Pence turned his attention to the gentleman from Indiana, (Mr. Bynum,) and his allusions to that gentleman put the House in a hilarious mood. He protested against the abject surrender which that gentleman had just made. [Applause.] It was not necessary for him to read any number of speeches made by that gentleman under the prior Administration. He would content himself with referring to what his own eyes had witnessed. He would not go back into old history.

He would go back only to October, 1891, when Mr. Bynum of Indiana, Mr. Black of Pennsylvania, and Mr. Wilson of West Virginia were advertised to make a tour through the country for the purpose of organizing Democratic clubs. How warmly the people of Denver had treated these gentlemen! They had been treated to bed and board. [Laughter.] Then the gentleman from Indiana (Mr. Bynum) had addressed the largest audience that had ever assembled in Denver. In the *Rocky Mountain News* was a stenographic report of his speech, in which he said: "I have always been in favor of the free coinage of silver. * * * I have voted for free coinage from the time the question has been before Congress, and I will do so every time the question comes up." [Laughter and applause.]

Mr. Pence trusted that the teacher would not rebuke the scholar if he ventured to tell him that the question had now come up. [Applause and laughter.]

There was a portrait of the gentleman from Indiana published in a paper, but as he (Mr. Pence) was a little man and the volume was a large one, he could not hold it up for the inspection of the House. [Laughter.] But he would ask unanimous consent to have it reproduced in the *Congressional Record*. In this picture was represented a silver dollar, and it was supported—how? By the manly feet and legs of the gentleman from Indiana. Whose arms were those that helped to support it? The arms of the gentleman from Indiana. [Laughter.]

Whose face was this? Whose eyes were these? The face and the eyes of the gentleman from Indiana. And beneath the picture was the inscription: "I have always voted for free coinage and I always will." [Laughter and applause.]

The gentleman from Indiana had taught him (Pence) his lessons, and he declined to retract from their teachings. [Applause.] But he began to understand why and how it was that a Democratic President, elected on a silver platform, absolutely and without fear of contradiction, commanded a majority to surrender.

The President well understood the favors he had to dispense and the means at his command. The President did not hesitate. He felt brave. The platform to the winds. He would "turn down" the platform. Brave was he as was the sluggard who was told to go to the ant. The sluggard replied: "That would be a waste of time. I would rather lie and sit down by my pie and let the ant come to me." [Applause and laughter.]

Mr. Pence then paid his respects to Senator Voorhees and criticised him for the position he had taken. He could not but be reminded, since Mr. Voorhees had taken the same stand as Mr. Sherman, of an article written by the Senator and published in the *North American Review*, denouncing Sherman as the financial weathercock of the nation. [Laughter and applause.]

And there was no wonder that the ordinary people could find no distinction between the present Secretary of the Treasury, Mr. Carlisle, and the ex-Secretary of the Treasury, Mr. Sherman. The story of the temptation of Mr. Carlisle would be one of the saddest in the history of the country. In this connection he quoted an anecdote about a stranger in a small town. He wanted to go to church. He came to a white church on which was the inscription "Lutheran Church." He came to a brown church on which was the inscription, "Lutheran Church." He returned to his tavern and asked the proprietor how it was that in such a small town there were two Lutheran churches.

The landlord answered that they were not quite alike.

"In the white church," said he, "they believe that the serpent tempted Eve and that Eve tempted Adam. Over in the brown church they believe that Adam was a bad egg from the start." [Laughter and applause.]

Mr. Bynum (Dem., Ind.,) replied to the strictures made upon him and upon his seeming inconsistency, but he did so in a jocular vein, and with evident appreciation of the Colorado man's humor. He admitted that he had spoken in Denver in 1891, and that he had addressed one of the largest audiences that he had ever faced. He had had in the Fall of that year the pleasure of making a tour of the continent with several other gentlemen in order to establish Democratic clubs. Everywhere they had been hospitably received, and by the time they reached Denver he might have been (smiling and jocularly) irresponsible. When they arrived at Denver they were shown the sights of the city, and a more magnificent city he had rarely seen. He had admired the beauties of the city and had asked:

"What means all this?"

The reply was, "It means silver; it is built on silver."

"But," replied he, "I am making a tariff campaign."

"But you can say something about silver," they said, and he had done so. He confessed his sins and asked for forgiveness. [Laughter.]

Mr. Pence retorted that he understood the excuse the gentleman had for his utterances that night. He hoped that the gentleman would not have to plead any such excuse for his vote on the pending question. [Applause and laughter.]

Mr. Johnson (Rep., Ind.,) and Mr. Avery (Rep., Mich.,) spoke in favor of repeal, and then the House at 4:40 took a recess until 8 o'clock.

The first speaker after the recess was Mr. Swanson, (Dem., Va.,) who, as a new member, expressed the hesitation which he felt at addressing the National House of Representatives. He was in favor of carrying out the Chicago platform. The people that he had the honor to represent had instructed him to vote for the free and unqualified coinage of silver. In accordance with the instructions which he had received from his constituents, and, in accordance with his own convictions, out of the various roads which met, he would select the road which led to the double standard.

Mr. Maddox (Dem., Ga.,) opposed the Wilson bill. He declared that the free-silver Democrats did not know how to surrender; they knew how to retire.

Mr. Milliken (Rep., Me.,) was outspoken for speedy action. This was no time, he said, for partisanship. The good old ship of State was tumbling about in a storm that was every hour increasing in strength. When the storm had been weathered then could be determined who should be her Captain. Now it was patriotism that was wanted, not partisanship. He believed that the purchasing clause should be repealed, but he did not wish to be understood as believing that it was the cause of the present trouble, or that it was even an important factor in the distress.

Mr. Kem (Pop., Neb.,) was in favor of free coinage, and contended that if the President and the Secretary of the Treasury had performed their duty there would have been no encroaching on the gold reserve.

The next speaker was George Washington Murray of South Carolina. Mr. Murray is the only representative of the colored race in Congress. Judging by his face, there is not a drop of white blood running in his veins; but his voice did not show his African origin. In his speech he gave expression to the reasons that would lead him to cast his vote on this question. On the settlement of this pending proposition there were, he said, three distinct and somewhat antagonistic elements.

The first class was composed of bankers and commercial men who controlled the currency. The second class was composed of the owners of silver mines and all the uncoined bullion not in the possession of the Government. The third class was composed of the toiling and producing millions, who were neither gold bugs nor silver bugs. [Applause.] To the last class nearly all of his constituents and his whole race belonged. [Applause.]

In many respects he represented a larger constituency than any other man on this floor. He represented a constituency of 278,000, and he represented a race of 8,000,000. [Applause.] He did not believe that the great troubles now existing were attributable to the Sherman law. His race had felt the mailed hand long before 1893. He attributed the distress to the contraction of the circulating medium, and in his opinion it could be relieved only by the enlargement of the volume of money.

His constituency combined patriotism with self-interest. [Applause.] His race believed that there was not enough money in the world to act as currency. It was in favor of making up the deficiency with silver, and to that extent he was in favor of free coinage and bimetallism. [Applause.] Never in history had a black hand been raised to strike down the flag of his country. [Applause.] Notwithstanding ill treatment, the black man of this country had been always found voting and shooting for America. [Applause.]

The House adjourned at 11:05 o'clock.

THE CASE OF LEE MANTLE.

Final Vote to be Taken To-day—No Change Expected.

WASHINGTON, Aug. 24.—By refusing to let Lee Mantle have a seat as the appointee of the Governor of Montana, the Senate has acquired more reputation for respect for the character of the body than it has by anything it has done in a long time. As the outcome seems to be virtuous by intention, at least, it is in the nature of a surprise.

A prominent Republican Senator, who voted with the members of his party who favored Mantle, told THE NEW-YORK TIMES's correspondent to-day that he had not voted according to his convictions, and that if politicians were more honest, Mantle would have been beaten by at least fifteen more votes.

Even in a body to which members have sometimes been elected by the use of money, there is a very strong opposition to encouraging the sort of corruption that will permit a short session of the Legislature to be prolonged without an election of a Senator for the purpose of enabling a Governor to appoint a man—may be a rich one—who is willing to see a Legislature prevailed upon not to elect.

The decision against Mantle, which will be taken as determining the Wyoming and Washington cases, does not touch the personality of the men who were appointed. But it does make it plain that unless the Legislatures of those States and of Montana can be brought together to elect there will be but one Senator from each of the States for a while. The luxury of making the experiment may be expensive, for it is not at all certain that any one of the three appointees will be able to get from the Congress an allowance for expenses in contesting the seats.

Mr. Beckwith, the Wyoming man, may have got a tip about what was coming, for he resigned.

To-morrow the final vote in the Mantle test case will be taken by the Senate. It would have been taken to-day but for the fact that many Senators were absent. Mr. Manderson (Rep., Neb.,) who voted against the seating of Mr. Mantle yesterday, in order to secure the privilege of moving to reconsider the vote, attempted to-day to secure an adjournment of the settlement of the important question until next Monday. The basis of Mr. Manderson's contention was that as there was a difference of opinion as to the position of Mr. Morgan (Dem., Ala.,) in this case, it would be proper to postpone the final vote until next Monday, when he was expected to be in his seat in the Chamber.

This led to explanations by Mr. Pugh (Dem., Ala.,) and Mr. Faulkner, (Dem., West Va.,) the latter of whom had charge of the Democratic pairs at the time Mr. Morgan departed for France, of their understanding of Mr. Morgan's views. Mr. Faulkner maintained that inasmuch as Mr. Morgan had a general pair covering all questions except two, on which he was paired with different Senators, the general pair should, according to the practice of the Senate, stand in the present case. After considerable discussion Mr. Vance, (Dem., N. C.,) who has charge of the opposition to Mr. Mantle, gave notice that he would call up the case to-morrow for final settlement.

Even if the votes of Mr. Morgan and Mr. Manderson were recorded in favor of seating the Montana applicant there would still be a majority against him, provided the Senators voted as they did yesterday.

Those who oppose Mantle feel confident that the final vote will show no material change.

CONFIRMED BY THE SENATE.

Many Presidential Nominations Favorably Acted Upon.

WASHINGTON, Aug. 24.—The Senate in executive session to-day confirmed the following nominations:

George William Caruth of Arkansas, Minister to Portugal.

Stephen Bonsall of Maryland, Secretary of the United States Legation to China.

George B. Anderson of the District of Columbia, Secretary of the United States Legation at Rio Janeiro.

N. T. N. Robinson of Louisiana, Assistant Solicitor of the Treasury.

William C. Renfrew, Governor of Oklahoma; James Sheakley, Governor of Alaska; Charles M. Bruce, Secretary of Arizona.

Charles C. Richards, Secretary of Utah; Henry C. Lett, member of the Board of Registration and Election of Utah; George W. Snow, Surveyor General of Utah.

Charles B. Hwory of Mississippi, Assistant Attorney General; Holmes Conrad of Virginia, Assistant Attorney General.

Jefferson A. Huff, Judge of Probate in the County of Grand, Utah.

United States District Attorneys.—C. C. Watts, District of West Virginia; A. J. Montague, Western District of Virginia; Charles E. Gorman, District of Rhode Island; Harry Alvan Hall, Western District of Pennsylvania; Robert B. Glenn, Western District of North Carolina; Andrew F. Fox, Northern District of Mississippi; Sherman Hoar, District of Massachusetts; Charles W. Seals, Western District of Louisiana; William B. Shutt, Southern District of Illinois; Henry D. Clayton, Middle District of Alabama; Emmet O'Neil, Northern District of Alabama; Joseph N. Miller, Southern District of Alabama.

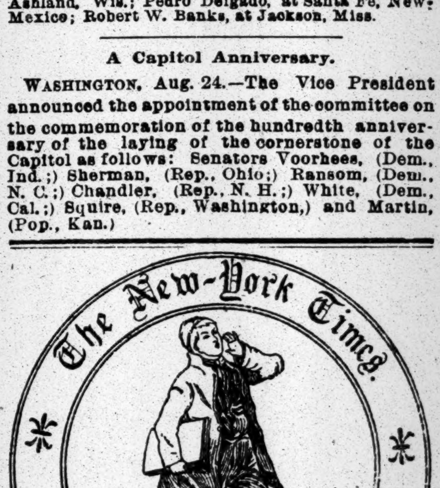
United States Marshals.—Samuel S. Vinson, District of West Virginia; Richard C. Ware, Western District of Texas; Stephen P. Condon, Eastern District of Tennessee; Otto Peemiller, District of South Dakota; E. D. Nix, Territory of Oklahoma; John S. McNeily, Southern District of Mississippi; Robert L. Luckett, Western District of Louisiana; William B. Brinton, Southern District of Illinois; Samuel C. Dunlap, Northern District of Georgia; William H. Tisdale, Middle District of Alabama; Edward R. Morrissette, Southern District of Alabama; Judge C. Musgrove, Northern District of Alabama.

Registers of Land Offices.—George R. Young, at Roswell, New-Mexico; Benjamin F. Wilson, at La Grande, Oregon; James H. Walker, at Santa Fé, New-Mexico; Andrew J. Taylor, at Duluth, Minn.; Robert D. Miller, at Oregon City, Oregon; Louis Marchetti, at Wausau, Wis.; George E. Kantz, at Ashland, Wis.; Joseph W. Jamison, at Boonville, Mo.; Byron Groo, at Salt Lake City, Utah; John G. Brown, at Blackfoot, Idaho; John J. Beavers, at Little Rock, Ark.

Receivers of Public Moneys.—Eugene B. Thayer, at Wausau, Wis.; Jacob H. Robbins, at La Grande, Oregon; Enoch Knight, at Los Angeles, Cal.; John W. Jones, at Blackfoot, Idaho; Clarence Dennis at Ashland, Wis.; Pedro Delgado, at Santa Fé, New-Mexico; Robert W. Banks, at Jackson, Miss.

A Capitol Anniversary.

WASHINGTON, Aug. 24.—The Vice President announced the appointment of the committee on the commemoration of the hundredth anniversary of the laying of the cornerstone of the Capitol as follows: Senators Voorhees, (Dem., Ind.;) Sherman, (Rep., Ohio;) Ransom, (Dem., N. C.;) Chandler, (Rep., N. H.;) White, (Dem., Cal.;) Squire, (Rep., Washington,) and Martin, (Pop., Kan.)



CONTEMPT FOR SENATOR HILL

HIS COURSE ON THE PEFFER BILL CONDEMNED IN WASHINGTON.

General View Is That What Little Was Left of His Standing as a Public Man Is Gone Forever—Was Preparing a Speech Yesterday to Deliver To-day—It Is Considered Possible That He May "Throw Down the Gauntlet" to the Administration.

WASHINGTON, Aug. 24.—Mr. Hill, the new ally of the Populists of the Senate, kept away from the Chamber to-day, and those who inquired for him were told that he was at his rooms engaged upon a speech which he was scheduled to deliver to-morrow in the Senate.

There is some curiosity concerning this speech, in view of Mr. Hill's eccentric performance yesterday, when he joined hands with Senator Peffer in the effort to pass a resolution which would not only cause embarrassment to the Administration, but imperil the stability of the New-York banks.

It is believed by some that he will "throw down the gauntlet" to the Administration and the leaders of the majority in the Senate. This assertion has no terrors for Mr. Gorman or Mr. Voorhees, and Hill's opposition is calculated to help rather than to hurt the Administration.

An object lesson was given yesterday of the methods the senior Senator from New-York will resort to in order to gain a little notoriety, and it has supplied many doubters with an accurate measurement of Mr. Hill. The out-and-out silver men do not attach much importance to Mr. Hill's utterances, for the reason that they do not believe him to be sincere. The best informed among them are of the opinion that David has "gone in" for bimetallism with a mistaken notion that it is to be the political "fad" of the immediate future.

If Mr. Cleveland in his message had declared for free coinage of silver, it is taken for granted that Hill would have come out for a single gold standard. Aside from his antipathy to the Administration and his desire to do all that is in his power to weaken it, Mr. Hill is credited with the idea that by joining forces with Peffer of Kansas and trying to secure the adoption of the resolution calling upon the Secretary of the Treasury for information relative to the present methods of the national banks in the great money centres, he can build up a following in the South and West, where the sentiment against the "money power" of the East is supposed to be greatest.

If Mr. Hill could have heard all that has been said to-day at the Capitol concerning his performance of yesterday he would not have as good an opinion of himself as he had last night.

There is no doubt that Senator Murphy is disgusted with the action of his colleague and would give much if the record of yesterday had not been made. Before Mr. Murphy finishes his term he will undoubtedly witness further "breaks" on the part of his associate, and will be compelled to differ with him on many matters of policy.

Mr. Peffer made no attempt to-day to get up the resolution which was sent to the calendar yesterday. If Mr. Hill speaks to-morrow according to programme, it is possible that he and his Populist partner will try again to worry the Administration.

It is believed now that it will be impossible for the resolution to pass the Senate. When it is reached, Mr. Voorhees will ask to have it referred to the Finance Committee, and a test of strength will follow. That the firm of Hill & Peffer will be defeated in such a contest is quite generally conceded. The animus of the resolution is too well understood to admit of any other belief.

Senator Gorman has received numerous congratulations to-day upon the course he pursued yesterday in antagonizing this vicious resolution. The conservative *Star* says editorially:

"The truly remarkable and altogether inexplicable combination performance of Senators Peffer and Hill which took place in the Senate yesterday, in the presence of a large, distinguished, and very surprised audience, gave Senator Gorman an opportunity to rise to the full stature of statesmanship, and the opportunity was not lost. Using direct language that was incapable of perversion, the senior Senator from Maryland presented a broad-gauge and patriotic argument, at which the would-be disturbers threw spitballs without effect. * * *

"Mr. Peffer, who is not supposed to know anything about sound finance or thoughtful politics, did not surprise any one by his senseless raid upon the banks, but there was astonishment when Senator David Bennett Hill, representing the greatest of mercantile constituencies, moved to the support of the bewhiskered Westerner. Just why he did so has not yet been figured out.

"Does he desire to embarrass the Administration simply because the Administration's head butted him out of the Chicago Convention? Is it a bid for Populist support in 1896? Is Hill jealous of Gorman's influence in and out of the Senate? Or does he desire nothing more than the institution of suits against a number of banks in New-York and other cities merely because they are and have been doing the best they possibly could to avert panic and to re-establish business on a sound and mutually profitable basis?

"But whatever Senator Hill's motive—and it certainly is of the demagogic variety—he failed entirely to overset the words of Senator Gorman, who said that the case was far from being new. * * * And yet both Peffer and Hill insisted upon their resolution, which was, however, effectually buried at the foot of the calendar. Had it gone through there would have been instant and extremely distressing response. Prevented from extending aid in their own way—recognized by financiers as the best and safest for all the parties concerned—hundreds of solid institutions would have been embarrassed and thousands of business firms who have so far withstood the pressure must have gone to the wall, and to bring about such a state of affairs William A. Peffer and David B. Hill yesterday joined hands.

"They will reap their reward. Senator Gorman is to be congratulated on having come down off the fence; the walking is so much firmer on the ground. Statesmen who have not yet descended from the top rail should remember that, 'He that is down needs fear no fall.'"

The usually alert and critical *Post* did not discover any occasion for editorial comment.

Court Hoped for More Indictments.

JERSEY CITY, N. J., Aug. 24.—The Hudson County Grand Jury for the April term was discharged by Judge Lippincott this afternoon after handing in eight indictments. This raises the total number of indictments to 175. It is understood that several of to-day's indictments are against policy dealers. Judge Lippincott lectured the Grand Jury briefly.

"The court had hopes and a strong desire," he said, "that with such a long session a more complete enforcement of the laws would be made in a certain class of offenses than appears from the indictments you have presented. The result of your work is not such as to give entire satisfaction to the court, but the court feels that public justice would not be benefited by keeping you in session any longer. The court perceives by the indictments presented at the present time that you have taken action in some of the cases."

Promises to Postmaster Dayton.

WASHINGTON, Aug. 24.—Postmaster Dayton of New-York left for home at 5 o'clock this afternoon. He had interviews this afternoon with Secretary Carlisle, Assistant Secretary Curtis, and Supervising Architect of the Treasury O'Rourke relative to the proposed sanitary improvements in the New-York Post Office Building, and received assurances that everything possible would be done by the department to correct the evils which are now so manifest.

Mr. Dayton did not call at the Post Office Department.

Police Commissioner McLean of New-York reached Washington to-night, and went to the Arlington. He is here on legal business, and will return to-morrow. The Commissioner and Senator Murphy had a long chat on the Arlington balcony.

Canal Funds from All Depositories.

ALBANY, N. Y., Aug. 24.—The Commissioners of the State Canal Fund have decided to withdraw from the deposits to the account of the Canal Fund in each bank which now acts as a depository for the Canal Fund, 10 per cent. thereof on Aug. 28 and the same per cent. on Sept. 5 and 25. This will result in the withdrawal of about $350,000. The Canal Fund is deposited in national and State banks of this State, outside of the Cities of New-York and Albany.

Heretofore, when money was needed for canal expenses, the whole amount would be drawn from one bank where the deposit would be large enough to meet it. In view of the present stringency in the money market, the Canal Board determined to treat all banks alike. Notice of the intended withdrawals will be mailed to the banks at once.

Bonds of Little Use.

Deputy Collector Wilson Berryman of the entry division of the Custom House was a witness before the Customs Investigating Commission yesterday. He was examined on the subject of bonds given on imports, his testimony showing that the whole system was a farce. It complicated business, the witness admitted, and merely tended to increase the work to be done through brokers. Mr. Berryman failed to recall a case where bonds had been collected.

Gorham Solid Silver.

Gorham Mfg. Co. invites attention to the large assortment of Leather Goods shown, with Silver, Silver Gilt, and Solid Gold mountings. The most desirable and perfect specimens of the real skins only are used.

GORHAM M'F'G CO
SILVERSMITHS
BROADWAY AND 19TH STREET.

COACHES OUT ON PARADE.

Annual Procession and Gala Day for Visitors in the White Mountains.

BETHLEHEM, N. H., Aug. 24.—The sixth annual White Mountain coaching parade yesterday was the most successful of the series enjoyed by the visitors at this popular resort.

Edgar Ketchum of New-York was the Grand Marshal, and he was assisted by E. O. Secomb of Boston, Chief of Staff; T. P. Curtis of Boston, R. C. Washburn of Providence, Miss Jessie L. Brown of New-York, Miss A. L. Cross of Morristown, N. J.; Edwin Merwin of Orange, N. J.; Percy W. Simpson, Edgar F. Simpson, E. B. Preston, Louis Agostini Douglass De Forest, G. B. Crawford, and Edgar Van Rensselaer Ketchum of New-York.

In the parade were many handsome vehicles, the number of the decked coaches exceeding those of any previous show. Fifteen thousand is a low estimate of the number of persons who came from the surrounding country to view the pageant. Special trains were run on all the railroads, some coming from Boston.

There were forty-five coaches and private carriages in the procession. The decorations for the most part were unique and original.

The private turnouts came in for the lion's share of attention, that of Miss Edith S. Ketchum of New-York being especially noticeable. Her buckboard was hidden behind pink and white tarletan. The running gear was interwoven with pink and white bunting. A square canopy was raised upon a staff, in imitation of an umbrella. This was surmounted by white tarletan trimmed with silver fringe. Gaudy butterflies were pasted upon the coverings.

Other carriages which attracted much attention were Gen. Cruft's victoria and Mrs. George Collins's dogcart. The gala day ended with a display of fireworks on the Green.

BOYS FALL FROM A STAIRWAY.

Six Out of Twelve Injured—They Were Frightened by a Policeman and His Club.

Crowds of small boys were standing in front of the Polo Grounds yesterday afternoon while the New-York and Chicago Baseball Clubs were playing. A policeman told them to move on, but they did not obey his order, and he drew his club to frighten them away, as he claims. The boys rushed up the stairway leading to the bluffs at One Hundred and Fifty-seventh Street, and as they crowded up the steps they broke the railing and fell twelve feet, landing among rocks and ashes.

About a dozen boys fell off the stairway, and they carried with them several men who were going up at the time.

Those injured were W. Farlo, sixty-eight years old, of Forty-sixth Street and Eleventh Avenue; "Gus" Ellis, eighteen years old, of 408 East Eleventh Street; W. Zimmer, seventeen years old, of 102 East One Hundred and Tenth Street; W. Ferguson, sixteen years old, of 85 East One Hundred and Sixty-eighth Street; Joseph Williams, eighteen years old, of 102 East One Hundred and Twenty-fourth Street, and Meyer Cohen, twenty years old, of 22 Rutgers Place.

With the exception of Farlo, all the boys suffered only from slight bruises about the face and arms. Farlo, however, is thought to be seriously injured. He received a severe scalp wound, and the physicians at the Manhattan Hospital think that he is hurt internally.

The stairway leads from what is known as "Baseball Lane"—the street that divides the Polo Grounds and Manhattan Field—to the bluffs overhead, and is used mainly by the patrons of the two grounds. It is a rickety structure and has been in need of repairs for a year or more. The stairway is on the Lynch estate.

ROSE COGHLAN IN SARATOGA.

She Acts in "Forget-Me-Not" Before a Large Audience in Town Hall.

SARATOGA, Aug. 24.—At the Town Hall last night, Rose Coghlan acted in Herman Merrivale and F. C. Grove's "Forget-Me-Not." As Stephanie de Morivart, Miss Coghlan repeated her old-time success. Helen Bancroft gave an intelligent performance of Alice Verney. Alice Fairbrother appeared as Mrs. Foley, John T. Sullivan as Sir Horace Welby, and Edward J. Henley as Barrato.

The audience completely filled the large hall, and represented more money than was ever seen within its four walls. There were numerous theatre parties, among them being those given by ex-Judge Henry Hilton, Edward J. Kearney, ex-Mayor Nolan of Albany, William C. Sanford, M. J. O'Brien, Mayor Thomas F. Gilroy, George Kessler, J. B. Taylor, Thomas C. Ochiltree, Mrs. T. J. Linthicum, W. E. Woolley, Paul C. Grening, Mr. and Mrs. George M. Oyster, Mr. and Mrs. Tower, Mrs. McKernan, and J. P. Caddagan.

Mr. Herskovits of New-York personally superintended the stage decorations. It is estimated that the receipts will not fall much below $2,000.

Maintenance of the Grant Cottage.

ALBANY, N. Y., Aug. 24.—The Grant Cottage on Mount McGregor has not been cared for at the expense of the National Government of the Grand Army of the Republic since April last. No explanation was given for this. The expenses of maintenance, of about $1,000 a year have since been borne by the New-York State Department of the Grand Army. With a view of having the question of maintaining the property finally settled, Department Commander Cleary has appointed Past Commander in Chief John Palmer as the member of the Executive Committee of the National Council of Administration of the Grand Army from this State, in place of Theodore Feldstein, who has resigned on account of ill health. The question will come up at the National Encampment to be held in Indianapolis in September, when Gen. Palmer will endeavor to convince the National Council that it is its duty to care for and preserve the property.

Mr. Croker Visits Mr. Kilbreth.

Richard Croker called on Collector Kilbreth yesterday. His visit, which lasted half an hour, caused a stir in the Custom House.

The Collector yesterday appointed Charles J. Cone a clerk at $1,000 a year. Frank Joline and Thomas J. Muldoon, clerks at $1,200 a year, were promoted to be storekeepers at $1,400 a year.

For some time a rule for promotions, like that for appointments, has been in force. It provides that the men advanced shall be chosen from a list of three submitted by the Civil Service Examining Board.

Decision as to Pearl-Button Blanks.

WASHINGTON, Aug. 24.—Acting Secretary Hamlin has rendered an important decision, directing that hereafter the duty to be assessed upon imported pearl-button blanks, not drilled, shall be 40 per cent. ad valorem.

This is a large reduction from the present rate, which was decided erroneous by the Circuit Court at New-York. By advice of Attorney General Olney, the Treasury Department has concurred in the decision.

Rounding Up the Cattle Thieves.

SAN ANTONIO, Texas, Aug. 24.—A dispatch from Fort McKavett says that the numerous cattle thieves and smugglers who infest that section of the Upper Rio Grande border are being rounded up, and that there is much excitement over the arrests which have already been made. Sheriffs from Valverde and the surrounding country have been out night and day for the last week. All who have been arrested so far are prominent citizens.

Young Woman Found Unconscious.

BATH BEACH, L. I., Aug. 24.—A fashionably-dressed young woman was found lying unconscious in the meadow near Fort Hamilton yesterday by Police Capt. White of New-Utrecht. The woman was taken to the police station and restored to consciousness.

As she refuses to talk about herself or tell how she came to be alone and unconscious, she is held pending an investigation. She has a gold watch and chain, a valuable diamond ring, and $22 in money.

TO OUR READERS AND FRIENDS.

For the purpose of aiding the readers of THE TIMES to purchase their newspaper with unfailing regularity, whether in the city or in the country, whether on steamboat or on railroad train, or at the Summer resorts, will our friends kindly fill out the accompanying blank and forward it to THE NEW-YORK TIMES, Printing House Square, New-York City, whenever they have been unable to procure THE TIMES of any of the dealers:

To the Publisher of THE NEW-YORK TIMES:

....1893.

A copy of your paper could not be had at.............o'clock to-day of the newsdealer

at...

....

The reason assigned by him was.............................

....

☞ Be particular to indicate if this occurs on a railroad train or steamboat, and to give sufficient information to facilitate the investigation which will be IMMEDIATELY undertaken of EVERY complaint that reaches the office of THE NEW-YORK TIMES.

PURE NERVE HIS CAPITAL

MANY VICTIMS OF PROMOTER PENNINGTON'S EMPTY SCHEMES.

Industrial Plans of Uniform Worthlessness, a Bogus Air Ship, and an Electric Road Through Country Towns Were Some of the Ruins in the Trail of this Prince of Confidence Men—Careful Investors and Merchants Caught Despite Repeated Public Exposure.

CHICAGO, Aug. 24.—Compared with the visionary projects of a young man named Pennington, whose disappearance the other day from Noblesville, Ind., simultaneously with the collapse of a colossal electric-railway swindle was duly chronicled in these dispatches, the imagination of Jules Verne, the theoretical demonstrations of Mr. Keely and of the Rev. Dr. Jasper, and even the practical application of science by Edison, pale into insignificance.

Pennington had ideas and inventions with which he intended to revolutionize the world. He meant to make a name for himself, and some wealth incidentally. He raised the money, but has vanished, gone nobody knows where, while he has left behind him nothing except a small lot of assets in the way of tin models the originals of which were never developed, an old airship that does not fly, and numerous mourning investors whose money will never come back.

His most recent swindle had for the base of its operations a number of Indiana towns. He proposed to connect those places with Indianapolis and Chicago by means of an electric motor, that never existed except in his fertile brain. The most mysterious circumstance about the Indiana exploit is the fact that he succeeded in "interesting" so many careful capitalists after frequent exposures of his shallow and useless schemes. As long ago as June, 1890, the Chicago newspapers were exposing his palpable swindles. Yet the fish kept on biting.

His has been a huge confidence game all the way. People who know him say he has magnetic ways. They can understand how his smooth address, confidential manner, and unspeakable process of flattery enabled him to win over men and their money who, were they approached by a person less adroit, would have pitched him out into the street without a grain of compunction.

But Pennington has finally "played his string out," and is not likely to separate any more capitalists from their bank accounts—not out this way at least. His exploits in Chicago and the neighboring country demonstrate at the same time how shrewd a swindler was this "promoter" and how easily financial victims may be plucked by an adept in the art.

Biographers have been unable to trace Pennington's personal history to an earlier period than 1883, when he was found at the little city of Circleville, Ohio. There he evolved a plan, in the operation of which Circleville was to be transformed from a quiet, easy-going little country place to a buzzing, seething metropolis of industry and commerce. After erecting one factory and organizing a half dozen companies with an ample amount of paid-up capital in each, of which he was invariably Treasurer, the bottom fell from the Circleville boom. Pennington kicked the Circleville clay from his boot heels.

The base of operations was then removed to Defiance, Ohio. The history of Circleville was repeated there. The Standard Machine Works became the leading business industry of the town. A bonus was voted, stock freely subscribed for, and Pennington disposed of a big batch of patents. But the factory didn't last long. Pennington found the climate too sultry and was soon forgotten. The machine works are still in operation, but history does not record that the Pennington patents are the cause of the prosperity.

Fort Wayne, Ind., became the new seat of Pennington's manœuvres. An ordinary "bandresawing machine," for use in woodworking, cost $700 or $800. The price at which Pennington could supply these machines filled Fort Wayne investors with joy. A number of prominent citizens paid him over $15,000 for his patterns. It was not long before a large number of his brilliantly-devised machines were broken up and sold for old iron, after they had been fully tested. He organized the Pennington Machine Company, capital, $50,000; Pennington Pulley Works, capital, $50,000, and the Elevator Machine Company, capital $100,000, but the latter never blossomed out owing to the early demise of the other two concerns. The principal losers by the Fort Wayne operations were Montgomery Hamilton, John C. Peters, P. A. Randal, E. H. McDonald, Meyer Brothers & Co., and G. W. Seany, all prominent local capitalists.

Though Pennington went away over $125,000 ahead of Fort Wayne, he left his trunks behind to be levied on by the Sheriff for meat and grocery bills.

While at Fort Wayne this Napoleonic promoter did not confine his efforts to the narrow limits within the Fort Wayne precincts. While he kept the irons hot in the Indiana town, Pennington made occasional jaunts into Kansas. At Oswego he organized a company with $1,000,000 capital to manufacture freight elevators. Before he had succeeded in fleecing the Kansas folk a committee was sent from Oswego to investigate matters at Fort Wayne, and its report shut off another source of revenue, but not until Pennington had collected a few hundreds to pay expenses.

During 1887 and 1888 Pennington resided at Fort Wayne, and the wonder is how he managed to last that long there outside of the county jail. Incidentally, the promoter paid his respects to Edinburg and Moore's Hill, Ind., where local capitalists were induced to look into his schemes. He did not succeed in fleecing Moore's Hill, and the Edinburg folks were wary and refused to contribute until Pennington should furnish sufficient guarantees. This he could not or would not do. So he parted company with Edinburg.

Shortly before these smaller exploits, dazzled by his constant run of success, he decided to attack a larger field, and one day he turned up in Cincinnati with an elaborate plan for the organization of a wood-pulley association with $1,000,000 capital. The people in Cincinnati, however, failed to appreciate the value of the patents, and were proof against his allurements, and failed to net him any financial returns.

The career of the inventor is somewhat obscured after his departure from Fort Wayne, but a coup was being evolved under his hat. It was the marvelous Pennington airship.

Previous to issuing the prospectus of this stupendous project, Pennington went to Mount Carmel, Ill., in October, 1889. The first step was the organization of a company with a capital of $250,000, in which, strange to relate, the inventor held a controlling interest. James Cowling, deceased; J. Shellenberger, and Robert Parkinson, wealthy citizens, were induced to take about $20,000 worth of stock. That money was represented in a corrugated iron factory, the greater proportion of which was afterward disposed of at a price bringing little more than scrap iron. The Standard Machine Company went to pieces, but its failure, as might have been expected, did not deter the daring promoter from executing his designs.

Then came the Mount Carmel Machine and Pulley Works, with a capital of $100,000. The wreck of this concern, along with the profits of the machine works, gave Pennington an opportunity to spring his airship plan. Some Chicago capital was gotten into the project as well as Mount Carmel money. An office with a safe and a set of books was opened, preparations were made for a factory, and the inventor actually built the airship.

Some who saw the vehicle of aerial transit assert to this day that Pennington's invention was really a bona-fide scientific one, and that it really did float when, in January, 1891, it was placed on exhibition in the old Chicago Exposition, where the Art Institute now stands. The trial trips were made inside the hall, and the public was thoroughly satisfied that it was a real, sure-enough flying machine until a few weeks later, when some scientists made an inspection, which resulted in the discovery that the alleged airship was governed by wires and could not fly at all. Among these was Mr. Jules Lang of this city, who has made a life study of the problem of aerial navigation.

In November, 1890, Pennington caused the circulation of a rumor to the effect that on Jan. 1 following an airship would fly from Mount Carmel to New-York. It was to be built of aluminium.

"That's the thing," he said. "With aluminium time becomes a cipher, and distance is destroyed. With aluminium we may lunch in Chicago and dine at Delmonico's."

Chicago was full of men who believed the glib inventor. Still the weeks slipped by and the wings flapped not. Jan. 1, 1891, came and went, but there was no flying machine. Pennington was not in sight. The gigantic stock company was also out of public view, and the subscribers despaired.

At the time of his eclipse the great aerial-navigation promoter was a modest-looking young man. He dressed in a subdued fashion. But one day he flashed out with a tall silk hat, lavender trousers, a bottle-green waistcoat, and a yellow overcoat. He stood in front of the old Exposition Building on Adams Street, and above him a sign waved in the breeze:

PENNINGTON'S AIRSHIP.

For a long time the inventor delivered curtain lectures upon aerial transit and the buoyancy of aluminium. "The Annihilation of Time" was a never-wearying topic.

Investigation revealed the fact that the Pennington air ship was nothing more than a common yellow balloon. A whirring pinwheel arrangement fastened to the end of the car gave the impression of propulsion by that agency. In reality a man from behind a screen operated the flimsy affair with wires and ropes. As it was, the so-called "flight" of the "air ship" was inside a radius of 100 feet. An omnibus or a load of hay would have navigated the air with equal facility under the circumstances. The *Scientific American* at the time exposed the impostor and his dizzy flying machine. Soon after that Pennington removed the machine to Mount Carmel "to undergo improvements."

That was the last heard of the air ship until May, 1892. At this time the flying machine, after undergoing a process of rehabilitation in Mount Carmel, made a successful trip from its home to Chicago. The transition was not a flying trip. It was by the prosaic but practical method of a Chicago and Eastern Illinois Railroad freight train. The Mount Carmel Aeronautic Navigation Company made a contract with a suburban land corporation for the construction of a building to house the big machine.

This solicitude for the welfare of the ship and the intimation that it was consumed with a desire to fly was regarded with scorn by the rural financiers of Southern Illinois, now inclined to scoff at the Pennington venture. It had developed that the cause of the removal to a new habitation arose out of the necessity that its inventor should take wings himself and fly from Mount Carmel. Matters had become too hot for him there.

It was explained to the Chicago capitalists interested that a new method had been discovered that insured the success of the air ship venture. More money came in. After a while the bubble burst completely and Pennington left Chicago. Nothing had been heard of him since that time until he turned up with the Indiana electric road venture.

When it is considered that his record was known more or less all over this section, the presumption is that the recent losers by Pennington's swindling methods do not read the newspapers and may not know that the war is over.

FIRST IN THE MILITARY ROLL.

Connecticut Claims the Oldest Company Mustered in America.

NEW-HAVEN, Conn., Aug. 24.—It is not generally known that the Second Regiment, Connecticut National Guard, which is at present at Niantic in its annual encampment, is the oldest military body in America. It dates its origin from the military company organized by the New-Haven colony in 1638, and has a notable history.

When the Connecticut colonies consolidated the General Court appointed all the officers. Sergeants were appointed to command less than twenty-five men, Lieutenants thirty-five, and Captains sixty-four. These men were liable to be called upon, and had to furnish their own ammunition. Captains were paid 25s. a week, Lieutenants 18s., and privates 9s. The highest officer up to 1672 was a Sergeant Major. Such was the organization which did yeoman service in the Indian wars, and formed the nucleus of the Connecticut regiments which battled for liberty in 1776.

In 1668 the office of Lieutenant was created. Six drills a year were held between the months of May and October. Not till 1697 was the term "regiment" applied to these train bands, and Sergeant Majors were called simply Majors. It was in 1708 that the Governor was made Commander in Chief, a custom which was afterward adopted by the United States. The first Colonel was appointed in 1722. In 1739 there were 47 companies and 3,480 men.

The French and Indian wars tested the strength of these citizen soldiers and proved that they were second to none in bravery, courage, and skill. When the war for independence began David Wooster was Major General. The Brigadier Generals were Joseph Spencer and Israel Putnam. They marshaled 6 regiments, whose companies amounted to 100 men each. These Connecticut troops were greatly admired by Washington and were found well to the front in all the great struggles of the war.

Near the close of the Revolution the Connecticut militia was divided into two divisions, six brigades, and twenty-four regiments. The officers' uniform then was a blue coat with red, lined with white underdress, white buttons, and a blue worsted knot on each shoulder. The men wore white frocks and overalls. A black feather tipped in red distinguished the light infantry.

In 1811 a regular uniform was adopted by the State, and for two years it consisted of blue coats, stand-up collars, white vests, blue trousers, black leather stocks, a round black hat with a Japanese front piece, and a black feather with a red tip. This was the uniform worn by the Connecticut regiments during the war of 1812. The State quota was then 3,000 men.

The changes made from 1845 to 1861 were many, but the Second Regiment held its organization through them all. Despite the attacks of the various Legislatures the militia was perpetuated, and in 1865 became known as the Connecticut National Guard. The eight regiments were made into two brigades and a six days' annual encampment provided for. This feature has continued till the present time.

The present uniform, adopted in 1855, follows closely that of the United States Army. Not until 1865 were flint locks discarded by law. What is sorely needed to-day is a better rifle than the Peabody, though with this the record of the Connecticut marksmen is certainly an enviable one.

THE CASE OF THE ATLANTA.

Likely to Lead to an Investigation of Other Ships of the Navy.

WASHINGTON, Aug. 24.—The developments in the Atlanta case may lead to the most searching investigation to which the navy has ever been subjected. The general failure to observe important and imperative departmental orders on board the Atlanta encourages the suspicion that similar carelessness may have existed on board other ships. It is said that Secretary Herbert intends to ascertain whether this suspicion, which in some quarters amounts to a belief, is justified. He does not intend that those who are guilty of the greatest possible recklessness shall be shielded on account of a mistaken notion of the honor of the navy.

It is likely that during the next few days boards will be detailed to examine into the condition of ships in commission and compare the results with the reports which are frequently sent to the Navy Department. If as great difference is found to exist between the real condition and the official reports in other ships as has been disclosed in the case of the Atlanta, the discovery will place the United States Navy in the unenviable position of being the most corrupt service of its kind in the world.

No one in the department is equal at this stage of the proceedings to suggest the proper course for the Secretary. There are so many officers, in one way or another, who are involved in the laxity on board the Atlanta—and future investigation may develop as disgraceful a condition on other ships—that the just and adequate reprimand of those who are at fault is difficult. This general responsibility and this difficulty of administering punishment combine to shield for a time those indicted and suspected, but these features of the case will not entirely relieve them from the censure which every one who appreciates the situation and the seriousness of the offenses believes to be the deserts of the leading officers of the Atlanta.

No one can say that the Atlanta case will lead to a change in the present method of keeping track of the repairs needed and made on board ships of war. That method is all-sufficient. The reformation should be in the personnel which makes it possible to ignore department rules and treat with contempt important naval regulations.

Official Copy of Bering Sea Decision.

WASHINGTON, Aug. 24.—The official copy of the decision made by the Bering Sea Board of Arbitration was received at the State Department this morning from John W. Foster, agent of the United States at Paris. Secretary Gresham said to-day that he had not examined the text of the decision and could not tell until he had done so what would be the order of procedure.

Mr. Gresham was reticent when asked whether the promulgation of the decision would be the basis for the filing of claims against the United States by Canadian sealers whose vessels were seized.

It is probable that copies of the official copy of the decision will be sent to both houses of Congress for information, and that each house will order it printed. It is also likely that the decision will be made known to the people of the United States through proclamation by the President. Nothing is likely to be done in the matter until President Cleveland returns.

Clerk of Ways and Means Committee.

WASHINGTON, Aug. 24.—Chairman Wilson to-day appointed Henry Talbot of Illinois Clerk of the Committee on Ways and Means. Mr. Talbot served in the same capacity under the Chairmanships of Messrs. Morrison and Mills and since the Fiftieth Congress has been connected with the Inter-State Commerce Commission.

WALL STREET TRADING DULL

BEARS FOUND MANY REPORTS UPON A SINGLE INCIDENT.

Currency Still in Demand, but There Has Been a Reduction in the Premium Rate—Money Bought in Chicago for Shipment Here—Out-of-Town Seekers for Cash Prefer Gold to Bills—A Small Issue of Clearing House Certificates—Operations at the Sub-Treasury.

Until the last hour of business yesterday Wall Street was dull. Trading in stocks was light, and there were few signs of strength. Before the close, however, there was an increase in the activity in the stock market and quotations advanced, prices being at their best with the end of the day.

In the morning the bear reports of impending trouble had the effect of taking all the life out of the trading. These stories were circulated with great persistency. Such basis as they had, it was found in the afternoon, was furnished by the fact that one of the best-known and most highly-esteemed houses in the Street had found it advisable to seek assistance in taking care of some of its loans. It had no lack of assets, its resources exceeding its liabilities twofold, but it was temporarily hampered by the lack of a market for many of the gilt-edge bonds of which it makes a specialty. A number of foreign banking houses stood ready to offer it a helping hand, and did so yesterday, taking care of two of its large loans.

The demand for currency continued, but the premium rates were lower. One of the leading firms of money brokers reported that it had dealt in about $400,000 in the course of the day, two of its orders aggregating $200,000. Members of this firm said that a large amount of gold attracted here from abroad by the premium rates of a few days ago was now to be had at one-half of 1 per cent. There was no premium offered for gold to arrive.

Those who bought money paid 1 per cent. in most cases, although a higher rate was quoted by other firms. The out-of-town demand continued with the rather unusual feature of a preference for gold over bills. According to one firm this put a rate of 1¼ to 1½ per cent. on spot gold.

A curiosity of the situation was an order placed in Chicago by a New-York firm for $50,000 either in gold or notes. It was filled at one-half of 1 per cent. premium. Two weeks ago Chicago was buying money in this city and paying as high as 3½ per cent. premium for it.

The Netherlands-American steamer Rotterdam brought in $6,700 in gold, consigned to Kuhn, Loeb & Co. The Cunarder Campania, due to-day, is reported to have on board over $4,000,000. La Champagne and the Augusta Victoria are both expected to bring in considerable amounts of the yellow metal.

The Sub-Treasury had a debit balance of $68,000 at the Clearing House, and in selling it used $65,000 in gold. Payments on Government checks reached $918,000, all in gold, except $107,000 in Treasury notes for silver bullion. Half a million of recently imported coin was received to be counted.

As had been expected the telegraphed transfers of money to the cotton States via New-Orleans increased, the total being $27,000 in gold and $20,000 in silver.

In all the Sub-Treasury paid out $109,000 in silver dollars and subsidiary coin. Twenty-five thousand "cart-wheel" dollars were shipped out of the city. A large part of the rest was taken by city banks for use over their counters. The receipts of silver were over $51,000.

There is a falling off in the number of pension checks presented, the rush of the present series of payments being over, but otherwise the Sub-Treasury business is very brisk.

The Clearing House Committee added $300,000 to the issue of certificates. None was canceled. The amount outstanding is $38,180,000. Until the Sherman law is repealed and general confidence is restored the banks are not likely to make any large reduction in the issue.

LONDON, Aug. 24.—The Hamburg-American Line steamer Augusta Victoria, which sails to-morrow from Southampton for New-York, will take £90,000 gold consigned to American houses.

CERTIFICATES FOR SMALL SUMS.

New-Orleans's Clearing House Will Issue Them to Help Out the Planters.

NEW-ORLEANS, Aug. 24.—The New-Orleans Clearing House met to-day and decided to issue Clearing House certificates for small sums to help soothe the congested money market. The recent action of the banks substituting certified checks for cash payment left the planters without money to gather the crops, and the new move is chiefly to relieve them.

The following plan proposed by President J. C. Morris of the Canal Bank was adopted by the Clearing House: Issue certificates of deposit to persons having money on deposit payable to themselves or bearer in sums of $5, $10, $20, or more, make the certificates payable through the Clearing House, and have the manager of the Clearing House stamp the certificates as follows: "This certificate is secured by deposit of securities with the Loan Committee of the New-Orleans Clearing House."

Before such certificates can be stamped by the manager, the bank issuing such certificate will have to deposit securities with the committee, take the Clearing House certificates under the rule, and deposit such Clearing House certificates with the committee to the extent of certificates of deposits issued until the bank issuing the certificates of deposits shall return them to the manager to be canceled, when they can recover their Clearing House certificates to the extent of the certificates of deposit returned.

After adopting this plan the Clearing House Association adjourned. All of the members were unanimous in the belief that this plan would give the required relief, not only to planters, but to business men as well. President Morris said that he had no knowledge of this plan having been adopted elsewhere. He stated that the chief thing that made it advisable was the absence of money to move the crops. Currency is already beginning to be very scarce. Corner grocers are charging good discounts on certified checks and some refuse to take them. It is hoped that the Clearing House certificates will be received with more faith and will materially help the situation.

Prospects Brighter in St. Louis.

ST. LOUIS, Mo., Aug. 24.—A telegram was received on 'Change from New-York to-day asking what the financial condition in this city was. The following reply was sent by Vice President Annan: "The financial situation in St. Louis is improving. Our banks continue to pay currency to depositors and to supply the legitimate needs of their customers. Grain and provisions are moving more freely and carrying charges decreasing. Jobbing houses report improved business. While finances are not easy, we see reason for a more encouraging view of the situation."

Those of the Directors who saw the telegram approved its contents.

Runaway Team on the Sidewalk.

A team of powerful and spirited horses attached to a large truck belonging to Isaac Stiefel, wholesale butcher of First Avenue and Forty-fourth Street, ran away yesterday morning in First Avenue, between Sixty-eighth and Sixty-ninth Streets. The driver, in trying to check the team, turned them into East Sixty-ninth Street, between First and Second Avenues.

The horses ran upon the sidewalk and the truck struck the iron railings and front stoops of the houses 368 and 370 East Sixty-ninth Street, damaging them considerably. The coal vault covers in front of 366 and 368 East Sixty-ninth Street were also smashed by the iron-shod hoofs of the frightened horses. There were not many people in the street at the time and no one was injured.

No More Suits Against the Day Spring.

Judge Benedict of the United States District Court, Brooklyn, yesterday issued an order estopping future claims for damages against the owners of the steamtug Day Spring, which sank the ferryboat F. P. James of the New-York and College Point Ferry Company, March 30. The ferry company sued the tugboat owners for $22,206.80. Patrick Reddy afterward brought suit for $650 for the loss of a team of horses and a wagon.

Ocean's Roar Supplemented Sousa.

Sousa had a decided augmentation of musical forces yesterday at Manhattan Beach. Besides his band, two fine soloists, a drum corps, and a chorus, Old Ocean did its utmost to fill in its symphonies of resounding waves and high roaring surf. The festival will continue until Sunday evening, with a change of programme at every concert.

FLOATING HOSPITAL WORK.

Thousands of Deserving Poor Children Have Been Relieved—More Money Needed.

The Floating Hospital work under the direction of St. John's Guild is going on with excellent results, affording relief to thousands of deserving poor in the tenement districts who could not otherwise receive needed attention. Three trips in the last week were provided by William H. Langley & Co., James Speyer, and "A Thank Offering, W. M. J."

The anxieties of the Trustees are, however, but partially relieved, and the aid of the generous and sympathetic is earnestly asked that this beneficent work may be continued. Contributions in any sum may be sent to Col. W. L. Strong, Treasurer, 501 Fifth Avenue, or the Central National Bank, 320 Broadway.

Among those who contributed in the last week to the help extended by the hospitals of the guild to exhausted mothers and suffering children were:

Miss A. C. Copcutt, through C. A. Leale, M. D.	$5.00
"A thank offering, W. M. J.," for one trip of Floating Hospital	250.00
King's Daughters of St. Gabriel's Church, Hollis, L. I., through G. V. Gilreath	11.00
Mrs. C. W. Ogden	10.00
C. W. Ogden	10.00
Miss Mary F. Ogden	5.00
C. W. Ogden, Jr.	5.00
Henry Schroder	5.00
St. John's Episcopal Church, Clifton, S. I., through Richard Fair	15.00
Mrs. Birney	10.00
Mrs. Stuart A. Coates	25.00
A dramatic entertainment at the Quogue Field Club, through Miss Morris	50.00
Children of Howland Hotel, Long Branch, through Miss Helen Danzig	25.00
Proceeds of entertainment at Hotel Arverne, Arverne, L. I., through George M. Brockway, Manager	206.50
Robert H. McCurdy	25.00
J. G. Steenken	50.00
Jefferson Hogan, one trip of Floating Hospital	250.00
Charles W. Hogan, one trip of Floating Hospital	250.00
Florence, Alice and May	30.00
Landreth, H. King	10.00
Cornelius Vanderbilt, for one trip of Floating Hospital	250.00
Proceeds of collection, through O. M. Beach, Jr.	30.00
John T. Williams	50.00
A circle of King's Daughters, through Mrs. L. D. Greene	5.00
Part proceeds of a fair held at the residence of Mrs. George R. Schieffelin, Southampton, L. I.	327.75
Guests at Vaill's Cottage, Block Island, R. I., through C. W. Morrow	11.69
One-half proceeds of fair held by ladies at the Guigon House, Pine Hill, N. Y., through New-York *Herald*	65.50
Various contributors through New-York *Herald*	5.49
Miss A. P. Penniman and mother, through *Ladies' World*	.20
G. M. B., through NEW-YORK TIMES	5.00
C. D. L., through New-York *World*	.25
Charles Broadway Rouss	25.00

MISS HASTINGS HAS REPENTED.

She Wants Back the Inheritance She Gave for a Diamond Ring and $50.

Edith K. Hastings of Sandusky, Ohio, obtained from Justice Van Brunt yesterday, in the Supreme Court, an injunction restraining Leoda De Vaux of 167 West One Hundred and Twenty-ninth Street from disposing of a fifth interest in the estate left among his five children by Waitwell K. Hastings. Miss Hastings, the plaintiff, conveyed her share to Miss De Vaux in exchange for $50 in cash and a diamond ring worth $150.

Miss Hastings came to this city from Sandusky in April, 1892. She could find no work, and confided her troubles to Leoda De Vaux, her sister Elizabeth, and the mother, Christina De Vaux, whom she met in a boarding house. The De Vaux family apparently took much interest in her, and when she moved to 120 West Thirty-fifth Street the sisters often called on her, Elizabeth, she says, spending the night of June 12 last in her room. It was during that night that Elizabeth charged Miss Hastings with having stolen a diamond and opal pin valued at $500 from her. Miss Hastings was tried on the charge and convicted on July 19 last, Judge Cowing, however, suspending sentence on account of the prisoner's previous good character and the many letters he received from prominent persons pleading in her behalf.

On the day after the alleged theft Edith went to the office of Sweeney & Cromwell, lawyers for the De Vaux family, and there conveyed her fifth interest in her share of her father's estate to Leoda De Vaux for $50 in cash and the one-hundred-and-fifty-dollar diamond ring, believing, she says, that her interest in her father's estate was worth $6,000 and intending to give only a mortgage for the loan. On the other hand, Leoda and her counsel say that the deed of agreement was read in full and explained to her while evidence was produced from Ohio proving that her real interest in the estate was worth $3,500.

Richard K. Meares, proprietor of a hotel at Long Branch, where Miss Hastings was for some time cashier, makes affidavit that she told him she was going to sell her interest to Miss De Vaux for a few hundred dollars; that he upbraided her for her foolishness, and that she replied: "If I had a few hundred dollars right here I could make money by betting on the races."

JUSTICE WATSON INDIGNANT.

He Thinks George Gretsinger Ought to be a Target for Sharpshooters.

George Gretsinger, Jr., son of Supervisor Gretsinger of 107 Clinton Avenue, Brooklyn, who threatened to kill his father and so terrorized his mother and sister that they fled from the house, was arrested Wednesday night. He was arraigned before Justice Watson in the Myrtle Avenue Police Court yesterday. Supervisor Gretsinger told how his son had threatened his life.

"You are a fine man," Justice Watson said to the prisoner. "You have one of those stupid, idiotic faces that indicate a mean, miserable, contemptible disposition. Does he ever work for his own living?" the Justice asked the Supervisor.

"Never," Mr. Gretsinger replied.

"That's it. He would live on you and let you support him all his life. He cannot furnish $1,500 bail, can he?"

"I don't think so," the Supervisor said.

"Let me go, Judge," pleaded the prisoner. "I am not guilty. I will promise to leave the city to-day."

"No," the Judge replied, "I won't let you go. I won't even give you a trial. I will hold you in $1,500 bail for a week, and in the meantime I will devise some means to keep you in jail all Winter. You ought to be stood up against a wall as a target for sharpshooters."

Gretsinger was taken to jail. When he is arraigned next week an additional charge of burglary will be made against him. Tuesday afternoon he broke into the house of John Baker, 105 Clinton Avenue, and stole the razor and revolver with which he threatened to murder his father. He also took some jewelry.

Gretsinger was arrested by Policeman Lawson of the Twenty-first Precinct. Gretsinger was armed with two razors and an old-fashioned revolver. He was also provided with a box of cartridges. He had just come out of a house on the corner of Willoughby and Marcy Avenues, which was searched, and another loaded revolver was found in a room he had occupied. He made no resistance when arrested, but said he would commit suicide if sent to the penitentiary.

Furst Bismarck's Distinguished Passengers.

The Maharajah of Kapurthala and suite left New-York yesterday on the Hamburg-American Line steamship Fürst Bismarck. He will stop a Southampton, where the vessel touches, and from there will go to London, where he will visit Queen Victoria.

The Maharajah occupies the "Chambre de Luxe," the best compartment on the ship. His suite have a complete set of apartments on the main deck. The Maharajah did not go aboard until the last moment. The vessel sailed at 3 P. M.

Among the other cabin passengers who sailed on the Fürst Bismarck were Count Khevenhuller, Prof. Béla Kozlowski, Olga Brandon, Commander C. Janssen, Col. Massey, Dr. W. F. Malone, General Director Rathenau, Dr. G. D. Robertson, W. Shakespeare, Count Peter von Tartaglia, Dr. W. J. Young and son, and Capt. S. Zarine.

Ran Away from His Wife in Bremen.

John Gerhardt Steding, twenty years old, and Gesina Brunssen, twenty-four years old, were among the steerage passengers who arrived at Ellis Island on the steamer Havel Wednesday from Bremen. They claimed to be man and wife.

Soon after they arrived, the Ellis Island authorities received a cable dispatch from the United States Consul at Bremen, saying the pair had eloped and were not married. Developments showed Steding had a wife in Germany. He will therefore be returned. When his sweetheart heard he was going back, she wanted to go, too. They will both be returned by the authorities. The couple had 800 marks.

Fifty-two Italian Immigrants Returned.

Fifty-two Italian contract laborers, who arrived on the Karamania and the Cashmere, were returned to Italy yesterday by the authorities at Ellis Island.

POLACK PEDDLERS IN HIDING

THEY QUICKLY SEEK COVER ON MR. BYRNES'S RETURN.

He Cut Short His Vacation Because of the East Side Flurry—His Determination Not to Permit Incendiary Speeches—The Law Will Be Enforced—Police to Watch the Meetings Closely—Unemployed with Bank Accounts—Italians Assaulted by Longshoremen.

Superintendent Byrnes's return to his post yesterday, two days before his leave ended, was known to the leaders of the Polack peddlers early in the day, and had a magic effect upon them. They knew that they had to deal with a man who had a clear sense of duty and would strictly enforce the law.

The male and female leaders of the deluded peddlers and shiftless young men who are too lazy to work kept themselves in hiding all day. They made no attempts to capture halls or meetings of other organizations.

The officers at Police Headquarters were surprised when Superintendent Byrnes walked in. It was evident that he was not satisfied with the manner in which the farcical "rioting" and loud-mouthed blatherings of the new "social revolutionists" on the east side had been dealt with in his absence, and had therefore cut short his vacation. While he would not criticise the conduct of his subordinates, as it is his rule never to do so publicly, he admitted that he had come back sooner than he expected on account of the published reports of the doings of the agitators. It was clear that he was of the opinion that the speakers at the meetings had been allowed too much license.

"I have read attentively the reports published in the newspapers of the speeches said to have been delivered at these meetings," he said, "and I say that, if these addresses have been correctly reported, the speakers have not kept within the law, but have clearly violated it. Of course I have not yet had time to satisfy myself that the published reports were true. These people, speaking in a foreign language and in a jargon difficult to understand, may have been misquoted, but I have been influenced in hastening my return to duty by these reports.

"I don't propose to allow meetings to be held at which incendiary speeches are made to inflame the minds of an ignorant lot of people and turn them into a lawless mob. These speakers have had more license than they are entitled to.

"If any of these orators advised their listeners to go into stores and take what they wanted if it was refused them, they are guilty of violating the law. There is no question about that. Judging by the newspaper reports, the tendency in the harangues, as reported, is certainly toward riot and mob law, and they certainly shall not be permitted in future."

"What about Emma Goldman?"

"If this woman has been correctly reported, she has certainly violated the law. I do not know yet whether the evidence against her is in possession of the Police Department, but if it is and if it corroborates her published utterances, she will be dealt with according to law, and all her disciples and associates will be arrested, if it is possible to obtain the testimony necessary for such action.

"All citizens have the right peacefully to assemble to discuss any wrongs or grievances, and they will be protected in this right just so long as they conduct themselves as peaceful and law-abiding citizens should, but they will not be allowed to utter incendiary speeches and counsel riot and strife. The quiet and tranquillity of this city must be maintained at all hazards and the peaceful citizens protected in the pursuit of their lawful vocations. I propose to take proper measures to secure this peace and tranquillity."

The following order was issued by the Superintendent to his subordinates:

"You will instruct the members of your command to be vigilant and watchful at all places where persons have assembled, or attempt to assemble, within your precinct for the alleged purpose of making incendiary speeches or speeches that might have a tendency to disturb the public peace, as such speaking is in direct violation of Sections 449 and 451 of the Penal Code.

"You will further direct the members of your command to carefully note the time and place of any such assembly, the exact language used by any person or persons making incendiary speeches or speeches calculated to disturb the public peace, to obtain, if possible, the names and addresses of such speakers, and promptly report the facts in the case to this office."

There were several conferences at Police Headquarters at which Superintendent Byrnes, the Inspectors, and Capt. Devery were present. Word was brought that Emma Goldman had declared that she would speak at the meeting of Hungarian Socialists at 257 East Houston Street in the evening, and Capt. Devery received orders to look out for her.

Emma Goldman, however, did not go to the meeting as she had threatened she would. Like the other blowhards, she was in hiding. Capt. Devery, with half a dozen uniformed policemen and several in citizens' dress, was present, and on the lookout for the Goldman woman. The place was crowded, and Isaac Bennett and other Socialists spoke. The speeches resembled all the others, except that open violence was not urged. Bennett made the usual attacks upon the reporters, whom he called "slaves of capitalists," who took drinks with the President and consorted with the police.

From time to time during the day reports were made of the peddlers meeting in some hall or other on the east side, but all such places were found to be empty, and the Polaks and their leaders could not be found.

Although there is very little difference between the Anarchists and Social Democrats, except in name, an Anarchist circular, denouncing the Socialist Democrats as politicians who were after offices, was circulated on the east side.

A party of alleged unemployed who had received tickets for free meals were eating in a Canal Street restaurant when some one reported that a bank had suspended. Over a dozen of the starving unemployed immediately rushed out to try to draw out their deposits.

The striking longshoremen along the East River spent much of their time yesterday in assaulting and hunting Italians who dared to walk along South Street. A squad of seven Italians was being chased by the strikers when one of them fell on the sidewalk and then ran up the stairs at 16 Burling Slip. When thrown down the stairs he tried to hide under a truck, but was driven out. He ran into a tobacco warehouse at Water Street and Burling Slip. The doors were closed, but the strikers threatened to batter them down and take the Italian out. Finally the police rescued the man. Those who were arrested and taken to the Tombs Police Court were let off with a light fine or reprimand.

Cut for Whistling "After the Ball."

William Diercks, fourteen years old, of 300 East Seventy-sixth Street, was held in the Yorkville Police Court yesterday for trial on a charge of stabbing in the back Louis Lowenstein, fifteen years old, of 347 East Seventy-sixth Street,

Louis told Justice Koch that William had stabbed him because he would not stop whistling in the street. William denied having cut Louis intentionally. He said his mother was suffering from neuralgia and had asked him to keep the boys of the neighborhood from making noise in front of the house. Accordingly he mounted guard on the stoop, and he was whittling a stick when Louis came along whistling "After the Ball." William told him to stop whistling or go away, as his mother was sick. Louis, he said, called him bad names and he struck him across the back with his stick. Then Louis rushed at him, and in warding off a blow he somehow cut Louis in the back.

The wound Louis received is not serious.

Robbed by a Telegraph Operator.

Thomas E. Pierce, twenty-eight years old, was arrested Wednesday night at the Western Union Building, where he was employed as a telegraph operator, on a charge of burglary.

Formerly Pierce was a telegraph operator at Rotterdam Junction, N. Y., on the West Shore Railroad. For about six months a great many articles of jewelry and clothing have been taken from trunks which remained at the junction station overnight. No one had any suspicion of Pierce until he left the place about a month ago. When he was arrested Tuesday on a warrant from Schenectady he confessed that he had opened the trunks with skeleton and duplicate keys, and on his information goods valued at about $600 were found in a large trunk in a storage warehouse at Eighth Avenue and Forty-first Street.

In the Yorkville Police Court yesterday Pierce was turned over to an officer from Schenectady.

Fourth-Class Postmasters.

WASHINGTON, Aug. 24.—Among the fourth-class Postmasters appointed to-day were the following:

New-York—David Lyons, Peru, Clinton County; Mary E. Hyland, South Livonia, Livingston County; S. M. Ingalls, Springfield, Otsego County.

New-Jersey.—J. N. Demaris, Cedarville.

MORE DELAY WITH THE REPORT.

Commercial Bank Directors Say They Are Waiting for the Examiners.

The Directors of the suspended Commercial Bank in Brooklyn met again yesterday at the office of President Keeney's personal counsel in Montague Street. They were in session two hours, finally adjourning when they learned that the report of the examiners, who are going over the bank's affairs, was not ready.

State Superintendent of Banks Preston said last evening that he would not make public a report until next Wednesday anyway. He had agreed to give the Directors until then to try and carry out their plan for resumption.

After the meeting the counsel to the President gave out the following typewritten statement:

"The Directors have not yet received the report of the Banking Department. They continued their discussion of resumption, and a plan therefor is outlined and was partly discussed.

"The Directors left the completion of the plan to the President, and adjourned until Monday next at 2:30 in the afternoon."

In explanation of the further delay Lawyer Dykman said that Superintendent Preston of the State Banking Department had left the city and would not return for several days.

Major Peter H. McNulty, whose checks on the Commercial, it is said, were the direct cause of its suspension, was yesterday congratulated by some of the other depositors on his luck in getting a "tip" in advance.

"It was not a 'tip,'" said Major McNulty. "It was merely good business judgment."

The delay in the appearance of the report of the examiners is not having a very reassuring effect on the depositors. Notwithstanding the assurances of President Keeney's friends that the daily meetings of the Directors are really for the purpose of formulating plans for resumption, some of the depositors are said to look on the daily sessions as merely a scheme to break the force of the report when it finally makes its appearance.

WENTWORTH'S FRIEND ARRESTED.

T. J. Montgomery Charged with Complicity with the Defaulting Bookkeeper.

Thomas J. Montgomery, a broker and promoter of patents, who for many years has been a guest at the Victoria Hotel and the bosom friend of William P. Wentworth, the defaulting bookkeeper of the hotel, was taken into custody at the hotel yesterday by order of Inspector McLaughlin.

He is charged with complicity with Wentworth in the embezzlement of the funds of the hotel. Montgomery is about forty-eight years old, and has always appeared to have plenty of money. His arrest was brought about by the report of the expert accountant who has been making an examination of the hotel books, and who has discovered that Wentworth's defalcation will amount to over $28,000. It is charged that Montgomery received $6,300 from Wentworth for which there was nothing to show as collateral, and on this charge the arrest of Montgomery was based.

He was arraigned before Justice Martin at the Tombs Police Court, and was paroled in the custody of his counsel for examination.

Mrs. Florentine Stanfield and her son, Douglas S. Stanfield, called at the District Attorney's office yesterday in reference to the Wentworth case. It was upon Mrs. Stanfield's complaint that Wentworth was arrested in Jersey City. Her son has an interest in the Victoria Hotel, and she charges Wentworth with embezzlement. Wentworth is held in Jersey City awaiting extradition papers, but a prima facie case will have to be established before the papers can be issued.

TO KEEP THE CRECHE OPEN.

Money Needed to Aid the Poor and Sickly Infants During September.

Charles D. Kellogg, General Secretary of the Charity Organization Society and Secretary and Treasurer of the Bartholdi Crèche, Randall's Island, announces that as September days are often the most trying to infant life in the tenement districts the crèche will be kept open through that month.

To do so will require further contributions, as the income of the society has been greatly reduced during these troublous times. Checks may be sent to the Treasurer, Charles D. Kellogg, United Charities Building, 105 East Twenty-second Street, or to Mrs. L. S. Bainbridge of the New-York City Mission Society. The crèche may be visited at any time of day by ferry from the foot of East One Hundred and Twentieth Street, and contributors are invited to inspect it, and also to send to it freely all mothers with enfeebled infants who need to escape the heated and impure air of the city. Tickets may be had at any of the offices of the Charity Organization Society and at the leading dispensaries.

Mr. Kellogg acknowledges with thanks the following recent contributions: Mrs. L. F. Chamberlain, Treasurer, $50.76; Misses Mary Dumbell and Fanny and Bella Ross, (proceeds of a fair,) $47.02; Mrs. William Hamilton Harris and Mrs. Edgar S. Auchincloss, $10 each; A Friend, $5; Oliver B. Tweedy, J. Harsen Halsted, Mrs. Eva M. L. Dill and Mrs. John A. Di Zerega, $5 each; G. M. B., for ice, through THE NEW-YORK TIMES, $5; collected at "The Clinton," East Orange, N. J., by Miss A. J. McCoy, $2; Anonymous, $2; William B. Fry and Miss Helen M. Ingersoll, $1 each.

H. K. THURBER NOT IN HIDING.

F. B. Thurber Says There Is No Mystery as to His Brother's Whereabouts.

F. B. Thurber denies that his brother, H. K. Thurber, is evading suits or that he is in hiding. Mr. Thurber says his brother may be found by any one entitled to know his whereabouts, and explains his absence in the following letter to THE NEW-YORK TIMES:

"Referring to the article in the papers of Wednesday to the effect that Mr. H. K. Thurber was absent in the West for the purpose of evading suits against him, I desire to state that, although I am not interested in his business affairs, nor he in mine, the proceedings were entirely ex parte, without notice to his attorney here, and the affidavits upon which the action was based are erroneous and misleading, as will appear when the papers are submitted in the proceeding which my brother's attorney proposes to take to vacate the order in question.

"Mr. H. K. Thurber is absent on business in the interest of his creditors. This business has been delayed by the stringency in the money market, but I am prepared at all times to furnish any inquirer the address where he can be reached, and give any other information in my power."

He Got Much Liquor, but Lost $1,800.

Michael Masch, sixty years old, of 526 East Eighty-eighth Street, sold a horse a few days ago for $1,800. With the money in his pocket he started out to sample the liquors sold in Yorkville and Harlem saloons. His journey, which was a short one, cost him nearly all his money.

In the first saloon he went into Masch met Frank McCaffrey. Both men drank a great deal, and Masch paid the bills. Having decided to attend an entertainment, and wishing to be presentable, Masch sent McCaffrey out to buy him a necktie. When McCaffrey returned Masch asked him to put the necktie on for him. McCaffrey did so, and Masch says that he at the same time took his pocketbook, containing what remained of the $1,800.

Hours afterward Masch discovered his loss and had McCaffrey arrested. In the meantime McCaffrey had gone to a saloon kept by Henry Steinbach, paid a liquor bill of $2, and treated every one in the place. Then, Steinbach says, McCaffrey gave him a ten-dollar bill to keep for him, but McCaffrey says he thinks it was a thousand-dollar bill.

When arrested McCaffrey was asleep in a hayloft at Avenue A and Ninetieth Street, and he had about $30 in the stolen pocketbook. In the Harlem Police Court yesterday he was held for trial.

First Plan for the New City Hall.

The first plan for the new City Hall was received yesterday by Controller Myers. It came by express from Atlanta, Ga., packed in a wooden box. The designer's name did not accompany the plan. This was in compliance with the directions of the commission. All plans must be in by Sept. 1, when the Building Commission will meet and examine them. The advisory committee of architects, consisting of Napoleon Le Brun, R. M. Hunt, and William R. Ware, will select the best plan, subject to the approval of the commission. Specifications for the work will then be prepared, but it will be next Spring before ground will be broken for the new City Hall.

Secretary Holly Makes a Call for the Mayor.

Mayor Gilroy went to Saratoga Wednesday night with Corporation Counsel Clark, but he will return to-day. In his absence yesterday his secretary, Willis Holly, visited Admiral Morin of the Italian war ships now in the harbor. It was an official call, and Mr. Holly expressed the regrets of the Mayor at his inability to make it in person. The squadron was to leave port to-day, but, owing to the effects of Wednesday night's storm, its departure has been deferred.

HER CENTURY OF LIFE CLOSED

MRS. ANNE HYDE PASSES AWAY IN HER NATIVE VILLAGE.

Fishkill-on-the-Hudson Her Home for One Hundred and Four Years—Her Life a Methodical One and Without Illness—Her Eyesight Failed Toward the Last, but Her Mental Faculties Were Unimpaired—She Long Enjoyed the Visits and Letters of Friends.

Mrs. Anne Hyde, the centenarian of Fishkill, N. Y., died in that village yesterday at the home of John Stotsbury, her great-nephew, with whose family she had made her home for many years. She had long enjoyed local distinction as the oldest resident of the Hudson Valley, but four years ago last April, when she passed the century mark, her fame began to spread in all directions, and from that time she was in receipt of a large mail bearing requests from distant places for her autograph and photograph. She felt pleased by this attention, and responded to all such demands.

Some of the applicants for these mementoes continued to write to her after she had complied with their requests. Their letters gave fresh interest to her life. They made her feel that she did not lag superfluous, and nothing gave her more pleasure than to accommodate her correspondents and to entertain her many callers, some of them from a distance. "Nancy" Hyde's birthday parties were important incidents in the social history of the village. Upon these occasions Mrs. Hyde presented a quaint and lovable picture, dressed in soft silk and her gentle face framed in a cap of lace. She was most attractive, however, when, unrestrained by ceremony and in the presence only of her household or of congenial friends, she talked of her youth, relating incidents of early village life with rare animation. She had also taken an interest in events happening far from her birthplace, and her memory was exceptionally tenacious and accurate.

Her mind suffered no impairment to the last. Beyond a stiffening of the limbs, which prevented her walking, and deafness, she passed her century birthday with scarcely a physical ailment. She was proud to say that she had never known a sick day. There was never any need of excusing her to neighbors or visitors, for she was always ready to receive them. They could find her in her easy chair near a favorite window, knitting as she chatted. Visitors who enjoyed her confidence or sympathy found her excellent company. When her sight began to fail, two or three years ago, and she could no longer occupy herself with knitting, she became dependent upon social attentions and her mail for her active pleasures.

She never allowed growing infirmities to interfere with her gracious manner or with her habits of life. Believing that she owed her age and exemption from disease to regular living and industrious occupation, she retired regularly at 9 o'clock and rose unfailingly at 7. She was never at a loss to find something to keep herself busy. Her appetite was excellent, and almost until the last the methodical system that had governed her long life suffered no radical changes, but only such modifications as age imposed.

Mrs. Hyde was born in Fishkill Village on April 28, 1789. That village was always her home. Her husband was a veteran of the war of 1812. She received a pension for his service. For many years she was the oldest pensioner on the rolls of the Government. All of her direct relatives died long ago.

CLAIMS VALUABLE PROPERTY.

George H. Wilson Says His Signature Was Forged to an Important Document.

If a charge of forgery can be maintained George H. Wilson may win a suit in which he claims property at Ralph and Gates Avenues, Brooklyn, worth $100,000. Mr. Wilson claims he is the heir of Elijah Wilson, who died in 1858, and who owned the property in dispute. At that time, Wilson says, he was at sea on board the ship Hero.

A petition to foreclose a mortgage on Elijah Wilson's property was presented in October, 1859, and Wilson was named as an infant defendant, represented by Theodore F. Jackson as guardian. The property was sold under foreclosure to parties who, in 1871, sold it to Charles E. Larned, who now holds the title.

Wilson claims that his signature to the petition asking for the appointment of Theodore F. Jackson as his guardian is a forgery, as he was at sea at the time it is alleged to have been written.

A motion was made in the Supreme Court, Brooklyn, yesterday, by J. P. Hodnett for judgment for Wilson by default. Judge Bartlett denied the motion.

BOARD OF HEALTH ENJOINED.

Long Island Railroad Company Will Fight for Its College Point Station.

The Long Island Railroad Company yesterday took a hand in the fight which the College Point Board of Health has begun. The company secured from Justice Bartlett of the Supreme Court, Brooklyn, a temporary injunction restraining the Board of Health from interfering with its railroad station at College Point.

W. J. Kelly, the company's counsel, claimed the Board of Health had no right to interfere with the railroad company's property.

Justice Bartlett's order obliges the Board of Health to vacate the railroad station and turn it over to the company. Hearing on the injunction is set for Monday.

NEW-YORK COURTS.

NEW-YORK CALENDARS—THIS DAY.

SUPREME COURT—General Term.—Recess.

SUPREME COURT—Chambers—*Van Brunt, P. J.*—Opens at 10:30. Calendar called at 11. *Class VII.*—1—Lennon vs. Lennon. 2—Campbell vs. Bullock. *Class VIII.*—3—Bridgman vs. Scott. 4—Solley vs. McGeorge. 5—Sommer vs. Deverall Manufacturing Company. 6—Goetzel vs. Carples. 7—Keyes vs. Ellensohn. 8—Mutual Bank vs. Clark. 9—Curtis vs. Cary. 10—Matter of United Book and Stationery Company. 11—Sickles vs. Surocco. 12—Kennedy vs. Jones. 13—Chambers vs. New York Press Company. 14—Rawitser vs. Welch.

SUPREME COURT—Special Term—Parts I. and II.—Adjourned for the term.

CIRCUIT COURT—Parts I., II., III., and IV.—Adjourned for the term.

COMMON PLEAS—General Term.—Adjourned sine die.

COMMON PLEAS—Equity Term.—Adjourned for the term.

COMMON PLEAS—Special Term—*Giegerich, J.*—Opens at 11:30. 2—Nigro vs. Nigro.

COMMON PLEAS—Trial Term—Parts I., II., and III.—Adjourned for the term.

SUPERIOR COURT—General Term.—Adjourned sine die.

SUPERIOR COURT—Equity Term.—Adjourned for the term.

SUPERIOR COURT—Special Term—*Freedman, J.*—Opens at 12. Motions should be made returnable at 12.

SUPERIOR COURT—Trial Term—Parts I., II., and III.—Adjourned for the term.

SURROGATE'S COURT—Chambers.—No day calendar.

SURROGATE'S COURT—Trial Term.—Adjourned for the term.

CITY COURT—General Term.—Adjourned sine die.

CITY COURT—Special Term—*McGown, J.*—*Held in Room 11 City Hall.*—Opens at 10. Motions must be made returnable at 10.

CITY COURT—Trial Term—Parts I., II., III., and IV.—Adjourned for the term.

REFEREE AND RECEIVER.

Referee Named Yesterday.

SUPREME COURT—*Van Brunt, P. J.*—Kelly vs. Sechel—William L. Findley.

Receiver Appointed Yesterday.

SUPREME COURT—*Van Brunt, P. J.*—The Equitable Life Assurance Society vs. John H. McKee—James L. McNeirny.

COTTON MARKETS.

NEW-ORLEANS, Aug. 24.—Cotton quiet; good middling, 7¾c; middling, 6 15-16c; low middling, 6 11-16c; good ordinary, 6⅜c; net receipts, 315 bales; gross, 328 bales; exports, to Great Britain, 4,099 bales; sales, 300 bales; stock, 44,683 bales.

SAVANNAH, Aug. 24.—Cotton steady; middling, 6 11-16c; low middling, 6 5-16c; good ordinary, 5 15-16c; net and gross receipts, 590 bales, including 374 bales new crop; exports, coastwise, 300 bales; sales, 115 bales; stock, 9,093 bales.

GALVESTON, Aug. 24.—Cotton steady; middling, 6⅞c; low middling, 6 9-16c; good ordinary, 6¼c; net and gross receipts, 889 bales, all new crop; sales, 149 bales; stock, 13,888 bales.

CHECKED THEIR WINNING GAIT

CAPT. ANSON'S TEAM WON A GAME FROM THE GIANTS.

Ward's Men Could Not Hit the Pitching of Clausen, the New Left-Handed Man Secured by Chicago—Petty Was Hit Hard for the First Time Since He Became a Giant—A Game Played on a Ground Where Some of the Men Were Knee Deep in Water.

In two respects the game of ball on the Polo Grounds yesterday was peculiar—Anson won and the men of both teams played in water up to their knees. Only a small crowd journeyed to the grounds, thinking that the Giants would have an easy task to dispose of the Cook County colts. The latter, however, had a good day, and proved that they are clever mud horses by disposing of Ward's men in the most approved style.

When the Chicagos arrived on the grounds they saw the field covered with water, in some parts four or five feet deep. To play a game, they thought, was out of the question, so they arranged swimming races for the urchins present, offering silver coins as prizes. The small boys divested themselves of their garments, dived in, and had rare sport in the muddy rainwater. Running races were arranged, and a special prize was offered for the boy who could stand on his head in the water the longest. This was won by a newsboy known among his companions as "Extra Bill."

When Capt. Ward came on the scene he said that he would play the game even if the men had to wear divers' suits, as about 1,500 persons were present and he did not care to disappoint them. Accordingly the diamond was laid out near the grand stand, but even then the outfielders had to wade into the water. The centre fielders were all right, but in right and left fields the players at times were in water over their knees.

The defeat of the Giants can easily be explained. They could not bat the delivery of Clausen, the left-handed pitcher recently secured by Anson. Clausen kept the base hits down in an alarming manner, and altogether pitched a creditable game of ball. He is not a new man in the League, having had some experience with the Louisville Club. For the New-Yorks Petty pitched, and he was hit hard. With a wet ball he appeared to lose all his curves, and the Chicagos knocked out nineteen hits for a total of twenty-two bases. Some of the hits would be caught on the fly but for the water and the bad going.

Anson took the lead in the opening inning, and was never headed. The score:

CHICAGO.	R.	1B.	PO.	A.	E.
Dungan, rf.	2	3	1	0	0
Dahlen, ss.	0	2	0	6	3
Wilmot, lf.	2	4	2	0	0
Anson, 1b.	1	2	10	1	0
Lange, c, 2b.	1	1	7	4	2
Gl'nalv'n, 2b.	2	3	6	2	0
Camp, cf.	0	0	0	0	0
Parrott, 3b.	2	2	1	3	0
Clausen, p.	0	2	0	4	0
Kittredge, c.	0	0	0	0	0
Total	10	19	27	20	5

NEW-YORK.	R.	1B.	PO.	A.	E.
Burke, lf.	1	0	2	0	0
Ward, 2b.	1	2	2	5	2
Tiernan, rf.	0	0	0	3	0
Davis, 3b.	2	2	2	1	2
Connor, 1b.	0	1	12	0	0
Doyle, cf.	0	1	0	1	0
Milligan, c.	0	0	9	2	0
Fuller, ss.	0	0	0	3	1
Petty, p.	0	0	0	3	0
Total	4	6	27	18	5

Chicago	2	0	1	1	2	0	1	1	2	—10
New-York	1	0	0	1	0	0	0	2	0	— 4

Earned runs—Chicago, 5; New-York, 2. First base by errors—Chicago, 2; New-York, 3. Left on bases—Chicago, 12; New-York, 7. First base on balls—Off Clausen, 8; off Petty, 4. Struck out—By Clausen, 3; by Petty, 5. Two-base hits—Dungan, Dahlen, Glenalvin, Davis. Sacrifice hits—Dungan, Lange, Camp, Clausen, Tieman, Milligan. Stolen bases—Wilmot, Lange, Glenalvin, (2;) Parrott, Burke, Davis. Double plays—Dahlen, Glenalvin, and Anson; Parrott, Lange, and Anson. Wild pitches—Petty, 2. Passed balls—Milligan, 1; Lange, 2. Umpire—Mr. Hornung. Weather pleasant. Attendance, 1,500.

PITTSBURG STILL LOSING.

The Brooklyns Won Another Game from Capt. Donovan's Men.

Base hits and errors were plentiful at Eastern Park yesterday. The Brooklyn boys led in both and won a rather uninteresting game from the Pittsburgs. The work on both sides was only commonplace. Both Stein and Gumbert were hit hard, but the Brooklyns managed to bunch their hits, while the majority of those made by the Pittsburg men were scattering.

One of the disagreeable features of the game was the continual kicking indulged in by the Pittsburgs. They kept up a tirade of abuse against Umpire Gaffney and made life miserable for that individual. The score:

PITTSBURG.	R.	1B.	PO.	A.	E.
V'nH'lt'n, cf.	0	2	0	0	0
Donovan, rf.	2	2	1	0	0
Smith, lf.	2	1	0	1	0
Beckley, 1b.	1	1	9	0	0
Glassc'k, ss.	1	3	1	3	0
Lyons, 3b.	0	0	5	1	4
Bierba'r, 2b.	1	2	1	3	0
Mack, c.	0	0	4	0	0
Earle, c.	0	1	1	0	0
Gumbert, p.	0	1	0	2	0
Total	7	11	24	10	4

BROOKLYN.	R.	1B.	PO.	A.	E.
Griffin, cf.	2	2	2	0	0
Keeler, rf.	2	1	2	0	3
Foutz, 1b.	1	1	8	2	1
Hatfield, 3b.	1	1	1	0	3
Burns, lf.	1	2	1	0	0
Daly, 2b.	2	1	2	5	0
Dailey, c.	2	3	3	3	0
Shoch, ss.	1	2	5	5	1
Stein, p.	1	1	3	1	0
Total	13	14	27	16	8

Pittsburg	0	0	0	0	1	5	2	0	0	— 7
Brooklyn	0	0	0	6	0	2	0	5		—13

Earned runs—Pittsburg, 1; Brooklyn, 6. First base on errors—Pittsburg, 4; Brooklyn, 3. Left on bases—Pittsburg, 10; Brooklyn, 4. First base on balls—Off Gumbert, 4; off Stein, 4. Struck out—By Gumbert, 5; by Stein, 4. Three-base hits—Griffin, Foutz, Burns, Gumbert. Two-base hit—Shoch. Sacrifice hits—Beckley, Lyons, (2,) Keeler, Foutz, (2,) Hatfield, C. Dailey. Stolen bases—Beckley, Burns, T. Daly. Double plays—Glasscock and Beckley; Shoch and Foutz. Passed balls—C. Dailey, 1. Hit by pitched ball—By Gumbert, 3. Umpire—Mr. Gaffney. Weather pleasant. Attendance, 3,000.

Other League Games.

AT WASHINGTON.

Washington	1	0	2	5	0	1	1	0	0	—10
Louisville	3	0	0	0	1	3	0	1	0	— 9

Base hits—Washington, 15; Louisville, 13. Errors—Washington, 5; Louisville, 5. Batteries—Maul and McGuire; Hemming and Grim. Umpire—Mr. Emslie.

AT BALTIMORE.

St. Louis	0	1	0	0	0	0	0	0	0	—1
Baltimore	0	0	0	0	0	0	0	3	2	—5

Base hits—St. Louis, 5; Baltimore, 9. Errors—St. Louis, 3; Baltimore, 3. Batteries—Breitenstein and Peitz; Baker and Robinson. Umpire—Mr. McQuaid.

AT PHILADELPHIA.

Cleveland	0	0	0	0	0	0	0	0	0	—0
Philadelphia	2	0	0	0	0	2	0	0	3	—7

Base hits—Cleveland, 5; Philadelphia, 11. Errors—Cleveland, 4. Batteries—Cuppy and Gunson; Carsey and Clements. Umpire—Mr. Hurst.

AT BOSTON.

Cincinnati	3	0	0	0	0	0	0	0	0	—3
Boston	0	1	0	0	0	0	0	0	0	—1

Base hits—Cincinnati, 7; Boston, 6. Errors—Cincinnati, 1; Boston, 4. Batteries—Dwyer and Vaughn; Nichols and Bennett. Umpire—Mr. Lynch.

Standing of the Clubs.

	Won.	Lost.	Per Cent.		Won.	Lost.	Per Cent.
Boston	70	30	.700	Cincinnati	47	51	.479
Pittsburg	59	41	.590	Baltimore	46	54	.460
Philadel'a	58	41	.586	St. Louis	44	56	.440
Cleveland	54	43	.557	Chicago	42	58	.420
New-York	52	46	.531	Louisville	37	58	.389
Brooklyn	49	50	.495	Wash'g'n	35	65	.350

Baseball Brevities.

—Treasurer Howe of the Cleveland Club feels very bitter toward New-Yorkers for scoring his players so heavily for their "dirty" playing. He says, in view of the fact that Cleveland has done more for New-York in the way of building up the team than any other League city, the Cleveland nine should be more leniently treated. "We gave Doyle, Davis, and Davies to New-York," said Mr. Howe, "and I think it very poor policy for the New-York Club to make derogatory statements about our players and Cleveland crowds."

—Glenalvin plays second base and bats in good style. He was injured yesterday in the seventh inning capturing a line hit from Burke's bat and had to retire.

—This afternoon the New-Yorks and Pittsburgs will play in this city, and the Chicagos and Brooklyns at Eastern Park.

—Outfielder Newell is suing President Von der Ahe of St. Louis for $225 back salary.

—Clausen, the pitcher, has improved wonderfully in his work.

—Pitcher Quarles, a Southern player, has joined the Bostons.

—Charley Farrell has caught eighty games this season.

—Dungan, in coaching, says: "Only one gentleman out."

—Mrs. Anson is with the Chicago Club on this trip.

—The Cincinnatis want "Dan" Brouthers.

—Dahlen is still too lame to play ball.

—Lange makes a good catcher.

For Other Sporting News See Page 3.

Mrs. Blood Deserts Her Creditors.

ST. LOUIS, Aug. 24.—A surprise was sprung yesterday afternoon in the appointment by Circuit Judge Withrow of a receiver for the Common Sense Building and Loan Association, capital $400,000. The Secretary, Mrs. C. Blood, is missing from the city, and her office, on being examined yesterday, was found in a state of confusion, with every paper that could throw light on the affairs of the building and loan association missing. The cash book, check book, and minute book were all gone.

The evidence presented to secure the appointment of a receiver shows that Mrs. Blood has practically run the association herself, and in such a way that there is no possible way of untangling the muddled affairs of the association for a long time.

Mrs. Blood came here from Leroy, N. Y., having separated from her husband.

National Bank Circulation Increasing.

WASHINGTON, Aug. 24.—The national bank-note circulation to-day passed the two-hundred-million-dollar mark. The increase during the month has been more than $12,000,000, and since Jan. 1 more than $30,000,000.

COMMERCIAL AFFAIRS.

NEW-YORK, Thursday, Aug. 24, 1893.

COFFEE—The spot market was a trifle firmer, but yet dull at 16c for No. 7....In the option line, sales and exchanges of 16,000 bags Rio were made here, with the market closing steady at 10 points advance to 10 points decline on reports of cholera at Rio Janeiro. Havre was irregular at 1@1¼f advance. Hamburg was steady at ¼@½ pfennig advance. August deliveries stood at the close at 14.90c, (selling at 15c for 2,250 bags,) September at 14.85@14.95c, (selling at 14.85@14.90c for 3,750 bags,) October at 14.90@14.95c, (selling at 14.85@15c for 6,500 bags,) November at 14.85@14.95c, (selling at 14.95c for 1,250 bags,) December at 14.85@14.90c, (selling at 14.85@14.95c for 1,000 bags,) January at 14.85@14.90c, (selling at 14.90c for 1,000 bags,) and March at 14.65@14.75c. Stock of Rio and Santos at New-York to-day, 197,818 bags, and at the other distributing ports, 58,604 bags....Warehouse deliveries here yesterday, 12,813 bags.

COTTON—Futures were quiet and closed steady at 8@20 points decline, most marked on September, which was offered freely on account of loans being called in, while Liverpool showed a decline of 3 points....Aggregate business in future deliveries here to-day, 123,800 sales....August deliveries stood here at the close at 7.01@7.04c, September at 7.10@7.12c, (selling at 7.08@7.21c for 16,400 bales,) October at 7.26@7.27c, (selling at 7.24@7.33c for 20,900 bales,) November at 7.37@7.38c, (selling at 7.35@7.43c for 12,800 bales,) December at 7.47@7.48c, (selling at 7.45@7.53c for 21,800 bales,) January at 7.54c, (selling at 7.54@7.62c for 43,900 bales,) February at 7.65@7.67c, (selling at 7.64@7.70c for 1,400 bales,) and March at 7.75@7.77c, (selling at 7.73@7.81c for 6,600 bales.)....And for prompt delivery, no sales reported, with the market 1-16c lower; middling, 7¼@7⅜c....Port receipts to-day, 1,390 bales, against 1,459 bales same day last year, and thus far this week, 10,975 bales, against 11,283 bales last week.

FLOUR AND MEAL—The market is dull and depressed, and lower prices must be accepted to secure the removal of any large line....Sales were about 12,400 pks, including 1,900 bbls Winter wheat straights at $3@$3.25, 300 bbls Winter wheat patents at $3.50, Winter wheat clears at $2.80@$3.10, Spring wheat clears at $3, 800 sacks Spring wheat straights at $3.10, 1,700 bbls Spring wheat patents at $3.85@$4.10, and fancy up to $4.30; City Mills at $3.80@$3.85 for the West Indies, City Mills patents at $4.25@$4.50, No. 1 at $2.60@$2.65, No. 2 at $2.50, fine at $1.95, rye mixtures at $2.70, supers at $2.35, 700 bbls Spring bakers' at $2.75@$3, and 7,000 sacks Spring straights and bakers', for export, on private terms. ....Arrivals since our last, 8,444 bbls and 26,114 sacks, and export clearances hence, 5,695 bbls and 18,830 sacks, and from four Atlantic ports, 41,042 bbls and sacks....And of RYE FLOUR, 300 bbls sold, in lots, at firm prices, bulk poor to choice superfine, at $3@$3.25, and fancy at $3.35....And of CORNMEAL, 400 bbls Brandywine sold at $2.75; city coarse yellow, in bags, quoted at 88c; fine yellow, $1.05....HOMINY CHOPS quoted at 80c....FEED at steady prices; quoted, 40 to 60 lb, at 80c....COTTONSEED MEAL quoted at $1.25@$1.30 ₩ 100 lb....RYE dull; nominal; Western and State quoted at 54@55c, from track and for boat-loads....BARLEY MALT neglected; Canada, country-made, 85c@$1; two-rowed State, 70@75c; six-rowed do, 80@85c; Western, 65@80c.

WHEAT—Spot was ¾@1c lower, but shippers are buying very moderately, owing to the large stocks abroad....Sales, 180,000 bushels, of which 52,000 bushels to shippers, including 20,000 bushels unsound red Winter on private terms, 16,000 bushels No. 2 red at 67⅝c, free on board, afloat, and 16,000 bushels ungraded red, part at 64½@66c, delivered. The trade bought 16,000 bushels No. 1 Northern at ¼c under September, delivered; 8,000 bushels No. 3 red at 64½@65c, and 4,000 bushels No. 2 red at 66¼c, elevator....Quotations for spot wheat at the close, free on board: No. 2 red, cash, at 66¾c, store; do, early September, at 67c, store; No. 1 hard scarce; No. 1 Northern, afloat, at 68¼c; No. 2 hard, afloat, at 67⅝c....The clearances hence since our last were 8,190 bushels, and from the Atlantic ports, 153,040 bushels....The receipts here to-day were 287,950 bushels, and in the interior 369,099 bushels, while at all Atlantic ports they reached 411,811 bushels....Options opened weak and declined 1⅛@1⅜c on lower cables, weaker west and general unloading by longs, but advanced ¼@⅜c on local covering and moderate buying for foreign account, and closed steady at ¾@1⅛c under yesterday, with a moderate trade....Future sales were 2,260,000 bushels, with August closing at 66⅜c; 925,000 bushels September at 67¼@68⅛c, closing at 67⅜c; 875,000 bushels October at 69⅛@70⅛c, closing at 69⅜c; 900,000 bushels December at 74⅛@75⅛c, closing at 74⅝c; 60,000 bushels May at 81@81⅝c, closing at 81⅝c.

CORN—Spot was weak and 1c lower, with a dull trade. Sales, 64,000 bushels, including 8,000 bushels No. 2 mixed at 45@46c, elevator, and 56,000 bushels do at 45¾@46c, delivered....The receipts for the day were 32,900 bushels, and at the Atlantic ports, 42,963 bushels, with, in the interior, 355,096 bushels....The clearances hence were 44,065 bushels, and from the Atlantic ports, 47,667 bushels....Options declined ⅜@½c and closed weak and dull, with free offerings and heavy receipts....The sales of options were 315,000 bushels, with August closing at 45c; 180,000 bushels September at 45@45⅜c, closing at 45c; 105,000 bushels October at 46⅛@46⅝c, closing at 46⅛c; 30,000 bushels December at 46¼@46½c, closing at 46¼c.

OATS—Spot were fairly active at a decline of ½@1c, with shippers showing more interest....Sales, 134,000 bushels, including No. 2 white, in elevator, at 32½@33c for 42,000 bushels; No. 3 white at 31½@32c for 3,000 bushels; No. 2 white clipped at 34c; No. 3 do at 33c; No. 2 mixed at 29½@29¾c for 39,000 bushels; No. 3 do at 29c for 3,000 bushels; rejected white at 31c; rejected mixed at 28½c; No. 2 Chicago at 29¾ for 25,000 bushels; track mixed at 30@31c for 3,000 bushels, and track white at 33@38c for 19,000 bushels....Options were moderately active and ⅛@¼c lower, with the close weak....Sales of options, 285,000 bushels, including 60,000 bushels August at 29⅛@29⅞c, closing at 29⅞c; 115,000 bushels September at 29¾@30c, closing at 29⅞c; 80,000 bushels October at 30¼@30⅜c, closing at 30⅜c; 30,000 bushels November at 31c, closing at 31c....The receipts here to-day were 109,200 bushels; exports, 125 bushels.

HOPS—There is a little more activity in the country, but the business here is light, with prices firm....Choice State quoted at 22c and the best Pacific coast at 21@22c.

METALS—Tin firm; spot quoted at 18.90c bid. Sales, 10 tons. September, at 19c....Copper steady at 9.50c....Lead quiet at 3.50c....Spelter steady at 3.70c.

OILS—No further transactions are reported in the market for cottonseed oil, and prices are quoted nominally unchanged and steady at 33@34c for prime crude and 39c for prime yellow. Lard oil was quiet, but steady, at 63@65c. Linseed oil was quiet and American was 2c lower at 43c. Calcutta was unchanged at 62c. Other oils were without change.

PROVISIONS—The market for hog products at the West opened at an advance, on smaller receipts than previously estimated and higher prices for hogs, but subsequently realizing sales by "longs" caused a decline, and pork closed easy, 10@15 points down for the day. Lard closed 2½@5 points lower. The improvement in short ribs, however, was not entirely lost, closing unchanged to 5 points up for the day....PORK quiet; steady; sales, 100 bbls; quoted at $14.50@$15 for mess, $17@$19 for short clear, and $17.50@$18 for family mess. At Chicago September closed at $12.90, October at $12.97½, and January at $12.20....Short ribs opened at a slight advance, and then further improved 15 points owing to a smaller movement of hogs than was generally anticipated, but later, in sympathy with weakness of corn and underselling by "longs" to realize profits, nearly all of the improvement was lost, closing easy at $8.02½ for September, $7.75 for October, and $6.60 for January.... DRESSED HOGS were in limited supply, but the demand was light and prices were unchanged; quoted at 7⅜c for 160 lb average, nominal for 200 lb, 7½c for 180 lb, 7⅞c for 140 lb, 8c for 120 lb, and 8½c for pigs; interior deliveries, 49,000 head.... CUTMEATS were in limited demand and steady. Sales, 4,000 lb smoking bellies at 13½c, 2,500 lb pickled bellies, 12 lb average, 12c, and 600 pickled hams at 10½@10¾c, closing at 12c for pickled bellies, 12 lb average, 10½@11c for pickled hams, and 6¾c for pickled shoulders....BEEF was dull but steady; extra India mess, in tierces, at $14.50@$17....BEEF HAMS were without change and quiet, with, at the West, $16.50@$17 quoted, while here $17.50@$18 was quoted. ....LARD—For Western steam the market was dull and prices followed the West, advancing early, but later weakened, and closed at a decline of 5 points for the day; cash was in slow demand and weaker, closing with sellers at $8.80; no sales. Options—No sales, closing at $8.80 nominal for August, $8.75 nominal for September, and $8.40 nominal for October. City steam was dull and easier at $8@$8.25; sales, 60 tcs; refined was without change and quiet at $9.55 for the Continent and $9.80 for South America; compound was quiet at $7.50@$7.62½. At Chicago September closed at $8.10, October at $7.87½, and January at $7.40.... TALLOW—Late yesterday sales of 100 hhds prime city were made to the local trade at 4⅞c, and to-day the market was without change and steady.... STEARINE—Lard stearine is dull and quoted nominally unchanged at 11¼c. Oleo stearine is in extremely light supply, and we quote the nominal value at about 9½c....BUTTER—There was a slight advance early in the day on fancy creamery, with some sales as high as 26c, owing to the comparative scarcity, but the close shows rather an irregular market with a dull trade and prices at about yesterday....Western extra creamery, 24½@25c; do, poor to prime, 17@23c; State creamery at 24½@25c for extra tubs and 24@24½c for pails; State dairy, half tubs, best, new, 23c; do, poor to prime, 19@22c; imitation creamery, 16@19c; Western dairy, 14½@18c; Western factory, 14½@18c.... CHEESE—Owing to the light export inquiry, there is an easier feeling and the tendency is to lower prices....Full-cream State is within the range of 8⅞@9¼c for large white, 9⅜c for colored, and 8@9⅛c for small size; part skims at 2@6¼c, full skims at 1c....EGGS—The market does not show any change, but is held steady through a little speculative demand, while the jobbing trade is light. State and Pennsylvania, 17c; Western, best, 15@15½c; Western seconds, ₩ case, $2.25@$3.50.

RICE—The market is firm and there is a good demand for small lots, with the supply of fancy grades running rather short....Domestic, poor to choice, 2⅞@5⅞c; Patna, 4⅝@4⅞c; Japan, 4@4¼c.

SUGAR—After a long wait, the trust has succeeded in breaking the market and supplied themselves with considerable stock. Sales, 2,000 tons Muscovado, 89° test, at 3c; 50,000 bags centrifugals, 96° test, at 3½c, and 2,500 bags molasses sugar, 89° test, at 2⅝c....Quotations: Muscovado, 89° test, at 3c; molasses sugar, 89° test, at 2⅝c; centrifugal, 96° test, at 3½c....Refined are in fairly active demand and firm....Cut loaf and crushed, 5⅞@5 13-16c; powdered, 5 7-16@5⅝c; granulated, 5 3-16@5⅛c; standard A, 5 3-16@5⅜c; off A, 4 13-16@5⅛c; yellow, 3⅞@4 15-16c.

FREIGHTS—The berth market is quiet and easier to Liverpool, and barely steady to other ports. The only engagement reported was 16,000 bushels grain at 2d from store. Nominal rates to other ports are: To London, 3d; to Glasgow and Antwerp, 3¼d; to Hull, Leith, and Newcastle, 4d; to Hamburg, 60 pfennigs, and to Rotterdam, 7c. There is scarcely any demand for steamers with full cargoes of grain and general cargo, and nominal rates are 3s for the former to Cork for orders and 14s for the latter to direct ports, United Kingdom, and Continent. There is some little demand for case oil ships to the far East at old rates, otherwise petroleum freights are inactive and easy. Other trades are slow, with no change in rates. Charters: A Swedish steamer, with cotton from Savannah to the United Kingdom or Continent at 9-64d, chartered abroad; a British steamer, with phosphate rock from Charlotte Harbor to the United Kingdom at 18s; a Norwegian steamer, with hay, &c., hence to Havre, at £575; a British ship, to arrive, with case petroleum, hence to Java, at 18, 19, and 20c, chartered abroad; a British ship, with case petroleum, hence to Hongkong, at 18c option of Shanghai at 23c, or Japan at 19c; two British ships, (to arrive,) with 65,000 and 45,000 cases petroleum from Philadelphia to Japan at 19c; an Italian bark, with 3,000 bbls petroleum from Philadelphia to Marseilles at 2s 3d; a bark, with lumber from Portland to Bahia Blanca at $9.50; a British bark, with lumber from Apalachicola to Montevideo at $12.50, or Buenos Ayres at $13; a schooner, with flagging stone, hence to Havana at $3, loaded and discharged and free wharfage; a schooner, with lumber from Wilmington, N. C., to Haiti at $7 and port charges; a schooner, with lumber from Satilla River to New-York at $4.75; a schooner, with grain, hence to Bangor at 2¼c ₩ bushel; a schooner, with coal from Norfolk to Savannah at $1; a schooner, with phosphate rock from Charleston to Philadelphia at $1.62½.

CHICAGO PRODUCE MARKET.

Trading Shows Lower Prices for Wheat, Corn, and Oats on the Exchange.

CHICAGO, Aug. 24.—Lower prices for wheat, corn, and oats were the result of the trading in to-day's short session. Compared with yesterday's resting prices wheat is 1c lower, corn is off ½c, and oats ⅝c. Provisions were in the main firm, closing slightly higher for ribs but rather lower for pork and lard.

The influences affecting the wheat market were the dull and depressed condition of European markets, the lack of export business, foreign buyers apparently not being in any pressing need for wheat, and, notwithstanding prices are very low, being disposed to hold off. Then it is expected that the Spring wheat crop will commence to move soon, and this is having some effect upon the operations of traders.

The market opened ½c lower, reacted ¼c, and declined irregularly ¾c, closing easy at the lowest figure of the day.

There was some firmness imparted to the corn market for a short time by the assertion in the Cincinnati *Price Current* that very little benefit had accrued to the corn crop west of the Mississippi from the recent rains, and none at all to that east of the river. The strength was soon overcome by the weakness of the wheat market and the heaviness at Liverpool, that market being reported weak and 1d lower for corn.

More rain throughout the country also had considerable influence in strengthening the hands of the shorts. The estimate of 510 cars for to-morrow increased the weakness.

The close was at about the lowest prices of the day.

Absence of buying orders caused oats to recede. The receipts were larger than expected. The close was easy at the inside.

Provisions were again largely controlled by the operations of Armour & Co., whose brokers were buyers of moderate quantities of ribs. The latter article ruled strong, but the full amount of the day's advance was not maintained to the close. The net gain in the end was 5c in the September delivery. Lard closed from 2½ to 5c lower than it did yesterday, and pork was reduced to a nominal price, 15c lower than it closed on the previous day.

There was but little demand for vessel room and rates remained nominally unchanged, at 1¼c for wheat and 1c for corn to Buffalo.

Estimated receipts for to-morrow: Wheat, 90 cars; corn, 510 cars; oats, 335 cars; hogs, 19,000 head.

The leading futures ranged as follows:

Articles.	*Opening.*	*Highest.*	*Lowest.*	*Closing.*
Wheat, No. 2—				
Aug.	60⅛	60⅝	59⅞	59⅞
Sept.	60¾@60⅞	60⅞@61	60¼	60¼
Dec.	67⅞@67⅛	68⅛	67⅛	67⅛
Corn, No. 2—				
Aug.	37⅛	37¼	36⅛	36⅝
Sept.	37⅝	37⅝	36¾	36⅞
Oct.	38¼	38¼	37⅛	37⅛
May.	40⅜@40½	40½	39¾@40	40
Oats, No. 2—				
Aug.	23¼	23⅛	23	23
Sept.	23⅛	23⅝	23⅛	23¼
May.	29⅛	29⅝	29@29⅛	29@29⅛
Mess pork, ₩ bbl—				
Aug.	....	....	....	$12.90
Sept.	$13.10	$13.10	$12.87½	12.90
Oct.	12.97½	13.00	12.97½	13.00
Lard, ₩ 100 lb—				
Aug.	....	....	....	8.10
Sept.	8.17½	8.20	8.10	8.10
Oct.	7.92½	7.97½	7.87½	7.90
Short ribs, ₩ 100 lb—				
Aug.	....	....	....	8.05
Sept.	8.00	8.15	8.00	8.05
Oct.	7.80	7.87½	7.75	7.75

Cash quotations were as follows: Flour dull; steady. No. 3, 36½c; No. 2 Spring wheat, 59⅞c; No. 3 Spring wheat, free on board, 55c; No. 2 red, 59⅞c; No. 2 corn, 36⅞c; No. 2 oats, 23c; No. 2 rye, 45c; No. 2 barley, nominal; No. 1 flaxseed, $1.00½; prime timothy seed, $3.35@$3.40; mess pork, ₩ bbl, $12.90@$13.15; lard, ₩ 100 lb, $8.10@$8.20; short ribs, sides, (loose,) $8.20@$8.25; dry-salted shoulders, (boxed,) $7.25@$7.50; short clear sides, (boxed,) $8.25@$8.50; whisky, distillers' finished goods, ₩ gallon, $1.12; sugar, cut loaf, 6⅛c; granulated, 5.57c; standard "A" 5½c; oats, No. 2 white, free on board, 27@27½c; No. 3 do, do, 25¾@27c; barley, No. 3, no sales; No. 4, no sales.

Articles.	*Receipts.*	*Shipments.*
Flour, barrels	14,000	16,000
Wheat, bushels	51,000	55,000
Corn, bushels	314,000	313,000
Oats, bushels	380,000	201,000
Rye, bushels	7,000	1,000
Barley, bushels	....	1,900

LIVE STOCK MARKET.

NEW-YORK, Thursday, Aug. 24, 1893.

Receipts for this day:

	Beeves.	Cows.	Veals and Calves.	Sheep and Lambs.	Hogs.
Jersey City	....	....	75	2,970	1,537
Sixtieth Street	56	....	31	1,498	....
Fortieth Street	....	....	....	....	2,873
Hoboken	....	....	....	433	....
Total	56	....	106	4,901	4,410

BEEVES—Receipts were 3 cars at Sixtieth Street, all consigned to slaughterers; no trading; feeling steady; no cable news to-day; no more shipments till Saturday.

SHEEP AND LAMBS—Receipts were 21 cars: 13 cars at Jersey City and 6 cars at Sixtieth Street, all for the market; 2 cars at Hoboken, consigned to slaughterers. Market steady for both sheep and lambs. Sheep sold at $2.50@$4 ₩ 100 lb; lambs at $5@$6.25 for common to prime; extra Jersey do, at $6.30. *SALES.*—D. M'PHERSON & CO.—139 Maryland lambs, 63 lb average, at $6 per 100 lb; 102 Virginia do, 68 lb, at $5.75; 53 State do, 65 lb, at $5.50; 10 culls, 53 lb, at $3.50; 35 State sheep, 85 lb, at $3.25. M. COLLINS—205 Virginia lambs, 70 lb, at $5.62½; 17 Ohio do, 62 lb, at $5.50; 20 Ohio sheep, 97 lb, at $4. J. F. PIDCOCK—304 Virginia lambs, 56 lb, at $4.40; 58 Pennsylvania do, 59 lb, at $4.87½; 67 do, 63 lb, at $4.25; 58 do, 56 lb, at $4; 21 Pennsylvania sheep, 86 lb, at $3; 23 do, 94 lb, at $3; 238 Ohio do, 81 lb, at $3.65; 12 bucks, 92 lb, at $2.50. NEWTON & GILLETT—258 Ohio sheep, 72 lb, at $2.50; 219 Indiana do, 76 lb, at $2.50. P. S. KASE—54 Jersey lambs, 72 lb, at $6.30. D. HARRINGTON—112 Western sheep, 89 lb, at $3.50; 220 do, 92 lb, at $3.75; 222 Kentucky lambs, 55 lb, at $5; 124 do, 61 lb, at $5.20; 257 do, 64 lb, at $5.25. G. DILLENBACK—232 Kentucky lambs, 68½ lb, at $6.

VEALS AND CALVES—Supply light and trading limited at steady yesterday's prices. Veals sold at 5@6¾c per lb for common to prime; fed calves at 4c. *SALES.*—M. COLLINS—51 Maryland veals, 173 lb average, at $6.25 per 100 lb; 12 fed calves, 269 lb, at $4. J. F. PIDCOCK—6 veals, 165 lb, at $6.75; 3 do, 177 lb, at $5.

HOGS—The arrivals were 28 cars: 10 cars at Jersey City and 18 cars at Fortieth Street. Market steady at $5.75@$6.50 ₩ cwt for heavy to light. *SALES.*—A. W. LAMB—30 State hogs, 206 lb average, at $5.75 ₩ 100 lb; 30 do, 246 lb, at $6; 45 do, 205 lb, at $6.20; 9 roughs, 400 lb, at $4.75; 3 do, 450 lb, at $5.20. HUME & MULLEN—3 State hogs, 120 lb, at $6.50; 9 do, 152 lb, at $6.50; 67 do, 206 lb, at $6.25; 2 do, 320 lb, at $5.50; 1 rough, 220 lb, at $5. D. M'PHERSON & CO.—3 State hogs, 187 lb, at $6.15. J. F. PIDCOCK—14 State hogs, 187 lb, at $6.15.

DRESSED MEATS—Dressed beef steady, with city dressed native sides at 7@9½c ₩ lb; choice and extra at 9c; Chicago dressed at 7@8½c; dressed mutton steady at 6@9c; dressed lambs firm at 7½@11c; dressed calves active; country dressed veals at 7½@10c; city dressed at 9½@12c; dressed buttermilks and grassers at 5½@6½c; little calves at 5@6½c.

BUFFALO, Aug. 24.—Cattle—Receipts last 24 hours, 1,180 head; total for week thus far, 7,360 head; for same time last week, 9,860 head; consigned through, 1,040 head; to New-York, 1,000 head; on sale, 80 head; market opened slow and weak; closed weak; good steers, $3.75@$4; light steers and heifers, $3; bulls, $2.50@$2.75. Hogs—Receipts last 24 hours, 4,050 head; total for week thus far, 31,650 head; for same time last week, 34,650 head; consigned through, 1,350 head; to New-York, 1,200 head; on sale, 2,700 head; market opened lower; closed dull and weak; good light Yorkers, $5.95@$6; good mediums, $5.75@$5.85; choice heavy, $5.60@$5.65; grassy lots, $5.40@$5.50. Sheep and Lambs—Receipts last 24 hours, 5,800 head; total for the week thus far, 26,600 head; for same time last week, 23,200 head; consigned through, 3,800 head; to New-York, 2,000 head; on sale, 2,600 head; market opened dull; closed very dull for sheep; firm for good lambs; good mixed sheep, $3@$3.50; culls and common, $1.50@$2.50; choice lambs, $5@$5.25; good, $4.25@$4.75; culls and common, $3.50@$3.75.

EAST LIBERTY, Aug. 24.—Cattle—Receipts, 500 head; shipments, 360 head; market steady at yesterday's quotations. No cattle shipped to New-York to-day. Hogs—Receipts, 2,000 head; shipments, 800 head; market slow, 15c off from yesterday; extreme heavy to choice light, $5.60@$6; 5 cars of hogs shipped to New-York to-day. Sheep market slow, unchanged from yesterday's quotations.

ST. LOUIS, Aug. 24.—Cattle—Receipts, 3,100 head; shipments, 2,500 head; market 10c lower for Texas, best price for steers, $3.10; cows, $2.50. Hogs—Receipts, 3,200 head; shipments, 1,600 head; market opened lower, closed 10c higher; top prices, $5.60; bulk of sales, $5.20@$5.50. Sheep—Receipts, 600 head; shipments, 400 head; market steady.

CHICAGO LIVE STOCK.

CHICAGO, Aug. 24.—Cattle—Receipts, 13,000 head; market weak for natives; Texans and Westerns strong; natives, common to best, $2.75@$5; cows, $2.75@$3.25; Texans, $1.40@$2.90; Westerns, $2.10@$4.

Hogs—Receipts, 28,000 head; market closed 25@30c higher for heavy, and 5@10c higher for light; mixed and packers', $5.10@$5.25; prime heavy, $5.25@$5.45; butchers', $5.25@$5.75½; light, $5.60@$5.90; good mixed, $5.25@$5.50.

Sheep—Receipts, 12,000 head; demand slow; prices lower, except for top natives and prime lambs; natives, $2.25@$3.50; extra wethers, $3.75@$4.15; Westerns, $2.10@$2.75; feeders, $2@$2.10; lambs, $2.50@$5.25.

STATE OF TRADE.

BUFFALO, Aug. 24.—Spring wheat active, easy for cost, insurance, and freight; spot quiet; sales, 3,500 bushels No. 1 Northern spot, 65¼c; 2,000 bushels do, 65c; 5,000 bushels do, 64⅝c; 5,000 bushels do, cost, insurance, and freight, 63¼c; 25,000 bushels do, cost, insurance, and freight, 62⅞c; 15,000 bushels do, cost, insurance, and freight, 62½c; 17,000 bushels do, cost, insurance, and freight, 62¼c; closing, No. 1 hard, spot, 69c; No. 1 Northern, spot, 64⅝c; do, cost, insurance, and freight, 62¼@62⅜c. Winter wheat unsettled, generally easier; sales, 7 cars No. 2 red, 63½@64c; 3 cars do, choice, 64½c; 1 car No. 3 extra red, 61c; 2 cars No. 1 white, 65c. Corn quiet, lower, closing inside prices; sales, 3,000 bushels No. 2 yellow, 44¼@44⅜c; 13,000 bushels No. 2 corn, 43@43½c; 5,000 bushels No. 3 corn, 42@42¼c. Oats weak, lower; sales, 4 cars No. 2 white, 32@32½c; closing, 32c asked; No. 2 mixed, 29c asked. Rye, No. 2, 51c. Flour steady; best spring, $4@4.10; winter straights, $3.20@3.35. Rye flour, $3@3.25. Millfeed, strong, unchanged. Canal freights strong, shippers bidding, wheat, 4c; corn, 3¾c; boatmen asking ½c more. Receipts—Flour, 75,000 bbls; wheat, 271,000 bushels; corn, 160,000 bushels. Shipments by Canal—Wheat, 148,000 bushels; corn, 78,000 bushels. Rail—Flour, 52,000 bbls; wheat, 93,000 bushels; corn, 40,000 bushels.

ST. LOUIS, Aug. 24.—Flour dull, in light demand. Wheat dull, weak on liquidation and lack of outside trade, ⅝@1⅛c off; No. 2 red, cash and August, 57⅝c; September, 58⅛c; October, 60⅞c; December, 65⅞c. Corn weak, with wheat, ⅛@⅜c off; No. 2 mixed, cash, and August, 33⅛c; September, 33⅜c; December, 33⅜c; year, 33⅛c. Oats weak; No. 2, cash, 20c; August, 26⅛c; September, 23⅞c. Rye—No. 2, regular, 17c. Barley—No trade. Flaxseed unchanged. Bran firm; east track, sacked, 53c. Hay steady, unchanged. Butter and eggs unchanged. Lead strong; 3.20c. Spelter dull; 3.55c. Cornmeal unchanged. Whisky, cotton ties, and bagging unchanged. Provisions firm. Pork and lard unchanged. Dry Salt Meats—Loose shoulders, $7; long and ribs, $8.30; shorts, $8.80; boxed, 15c more. Bacon—Packed shoulders, $8.75; longs and ribs, $9.62½; shorts, $10. Hams unchanged. Receipts—Flour, 3,000 bbls; wheat, 15,000 bushels; corn, 22,000 bushels; oats, 15,000 bushels. Shipments—Flour, 8,000 bbls; wheat, 21,000 bushels; corn, 68,000 bushels; oats, 12,000 bushels.

CINCINNATI, Aug. 24.—Wheat dull; lower; No. 2 red, 58c; receipts, 4,200 bushels; shipments, 4,000 bushels. Corn weak; No. 2 mixed, 40½c. Oats firmer; No. 2 mixed, 27c. Rye firm; quiet; No. 2, 49½c. Pork firm; $14. Lard dull; $8.12½. Bulkmeats firm; $9@$9.25. Bacon steady; $10.25@$10.37½. Whisky steady; sales, 384 bbls. Butter steady. Sugar steady. Eggs strong; 11@11½c. Cheese firm.

PEORIA, Aug. 24.—Corn easy; No. 2, 46½c; No. 3, 35½c. Oats easier; No. 2 white, 25½c; No. 3, 24¾@25c. Whisky firm; wines, $1.12; spirits, $1.14. Receipts—Wheat, 4,800 bushels; corn, 29,600 bushels; oats, 91,300 bushels; rye, none; barley, none. Shipments—Wheat, 4,200 bushels; corn, 5,850 bushels; oats, 25,300 bushels; rye, none; barley, none.

FOREIGN MARKETS.

Moderate Demand for Beef and Ham—Slow Sale for Pork.

LIVERPOOL, Aug. 24—3:45 P. M.—Beef in moderate demand. Pork in poor demand. Hams in moderate demand; short cut, about 14 to 16 lb, dull at 53s. Bacon in moderate demand; Cumberland cut, about 28 to 30 lb, steady at 57s; short rib, about 25 lb, steady at 56s 6d. Cheese in moderate demand. Tallow in fair demand. Spirits of turpentine in moderate demand; firm at 21s 3d. Resin in moderate demand. Lard—Spot in poor demand; futures in no demand; prime Western, spot, dull at 42s 6d. Wheat in poor demand; No. 2 red Winter easy at 5s 5½d; No. 2 red Spring easy at 5s 6½d. Flour in poor demand. Corn—Spot in poor demand; futures in moderate demand; mixed Western, spot easy at 3s 11¼d; August easy at 3s 11¼d; September easy at 3s 11¾d; October easy at 4s ¾d. Hops at London—Pacific Coast in moderate demand.

4 P. M.—Cotton—Futures closed quiet at the decline. American middling, low middling clause, August delivery, 4 7-64@4 8-64d; August and September delivery, 4 7-64@4 8-64d; September and October delivery, 4 7-64d, value; October and November delivery, 4 7-64@4 8-64d; November and December delivery, 4 8-64@4 9-64d; December and January delivery, 4 10-64d, buyers; January and February delivery, 4 11-64@4 12-64d; February and March delivery, 4 13-64@4 14-64d; March and April delivery, 4 15-64d, buyers.

LONDON, Aug. 24.—Beet Sugar—August, 14s 5¼d; October, 13s 8¼d. Pepper—Fair Singapore, white, 4¼d. Manila hemp, good, £23 5s, cost, insurance, and freight.

HAVANA, Aug. 24.—Exchange quiet; on the United States, short sight, gold, 10¾ premium; on London, 20¼ premium. Sugar quiet.

NAVAL STORES MARKETS.

Spirits turpentine quiet and firm at 25½@26c bid. Resins dull and easy; 90@95c for common to good strained.

WILMINGTON, Aug. 24.—Resin steady; strained, 75c; good strained, 80c. Spirits of turpentine steady at 23c. Tar firm at $1. Crude turpentine steady; hard, $1; soft, $1.40; virgin, $1.40.

CHARLESTON, Aug. 24.—Turpentine firm at 23c. Resin firm; 80c for good strained.

SAVANNAH, Aug. 24.—Spirits of turpentine firm at 23¼c. Resin firm at 85c.

POST OFFICE NOTICE.

(Should be read DAILY by all interested, as changes may occur at any time.)

Letters for foreign countries need not be specially addressed for dispatch by any particular steamer, except when it is desired to send duplicates of banking and commercial documents, letters not specially addressed being sent by the fastest vessels available.

Foreign mails for the week ending Aug. 26 will close (PROMPTLY in all cases) at this office as follows:

SATURDAY.—At 12:30 A. M. for FRANCE, SWITZERLAND, ITALY, SPAIN, PORTUGAL, and TURKEY, per steamship La Touraine, via Havre; at 12:30 A. M. for EUROPE, per steamship Etruria, via Queenstown, (letters for Germany, France, Switzerland, Italy, Spain, Portugal, and Turkey must be directed "per Etruria";) at 2:30 A. M. for NETHERLANDS direct, per steamship Amsterdam, via Rotterdam, (letters must be directed "per Amsterdam";) at 6 A. M. for GERMANY direct, per steamship Ems, via Bremen, (letters for other parts of Europe, via Southampton and Bremen, must be directed "per Ems";) at 11 A. M. for NORWAY direct, per steamship Island, (letters must be directed "per Island";) at 11 A. M. for CAMPEACHY, CHIAPAS, TABASCO, and YUCATAN, per steamship City of Washington, (letters for other Mexican States and Cuba must be directed "per City of Washington";) at 11 A. M. (supplementary 11:30 A. M.) for FORTUNE ISLAND and JAMAICA, also JACMEL and AUX-CAYES HAITI, per steamship Adirondack; at 11 A. M. (supplementary 12 M.) for VENEZUELA and CURACAO, also SAVANILLA, via Curacao, per steamship Philadelphia, (letters for other Colombian ports must be directed "per Philadelphia";) at 1 P. M. (supplementary 2:30 P. M.) for EUROPE, per steamship Chester, via Southampton; at 2 P. M. for SCOTLAND direct, per steamship Ethiopia, via Glasgow, (letters must be directed "per Ethiopia";) at 12 P. M. for CAPE COLONY and NATAL direct, per steamship Constance.

Mails for the Hawaiian Islands, per steamship Australia, (from San Francisco,) close here daily up to Aug. *24 at 6:30 P. M. Mails for the Society Islands, per ship Galilee, (from San Francisco,) close here daily up to Aug. *25 at 6:30 P. M. Mails for China and Japan, per steamship City of Peking, (from San Francisco,) close here daily up to Aug. *27 at 6:30 P. M. Mails for Australia, New-Zealand, Hawaiian, Fiji, and Samoan Islands, per steamship Alameda, (from San Francisco,) close here daily up to Sept. *17 at 6:30 P. M., (or on arrival at New-York of steamship Aurania with British mails for Australia.) Mails for China, Japan, Hawaii, and Australia, via Vancouver, (specially addressed only,) close at this office daily at 6:30 P. M. Mails for Newfoundland, by rail to Halifax and thence by steamer, close at this office daily at 8:30 P. M. Mails for Miquelon, by rail to Boston and thence by steamer, close at this office daily at 8:30 P. M. Mails for Cuba, by rail to Tampa, Fla., and thence by steamer, (sailing Mondays and Thursdays,) close at this office daily at 2:30 A. M. Mails for Mexico, overland, unless specially addressed for dispatch by steamer, close at this office daily at 3:00 A. M.

Trans-Pacific mails are forwarded to San Francisco daily and the schedule of closing is arranged on the presumption of their uninterrupted overland transit to San Francisco. Mails from the East arriving ON TIME at San Francisco on the day of sailing of steamers are dispatched thence the same day.

*Registered mail closes at 6:00 P. M. previous day.

Extra Supplementary Transatlantic Mails are opened on the piers of the American, English, French, and German steamers at the hour of closing of Supplementary Mails at the Post Office, which remain open until within Ten Minutes of the hour of sailing of steamer.

CHARLES W. DAYTON, Postmaster.

Post Office, New-York, N. Y., Aug. 18, 1893.

Travelers' Guide—Shipping.

AMERICAN LINE.

NEW-YORK. SOUTHAMPTON. LONDON.

Chester, Aug. 26, 4 P. M. | Paris, Sept. 6, 2 P. M.
New-York, Aug. 30, 7 A. M. | Berlin, Sept. 16, 10 A. M.

From Pier 43 N. R., foot of Christopher St.

Shortest and most convenient route to London. Passengers land at Empress Dock, avoiding inconvenience and exposure of transfer by tender.

First cabin passage to Southampton, London, or Havre, $60 and upward, according to steamer. Second cabin, $35 to $60. Steerage at low rates.

INTERNATIONAL NAVIGATION COMPANY, 6 Bowling Green, New-York.

WHITE STAR LINE.

*Teutonic, Au. 30, 8:30 A.M. | *Teutonic, Sept. 27, 7½ A.M.
Germanic, Sept. 6, 2 P. M. | Germanic, Oct. 4, noon.
*Majestic, Sept. 13, 8 A. M. | *Majestic, Oct. 11, 7:30 A.M.
Britannic, Sept. 20, 12½ P.M. | Britannic, Oct. 18, 11 A.M.

From White Star Dock, foot of 10th St.

Saloon rates, $50 upward, according to steamer and location of berth. *Second cabin on these steamers, $40 and $45. Steerage to or from the old country, $25. 29 Broadway, New-York. Philadelphia office, 406 Walnut St.

H. MAITLAND KERSEY, Agent.

COMPAGNIE GENERALE TRANSATLANTIQUE.

FRENCH LINE TO HAVRE every Saturday.

LA TOURAINE, Frangeul....Sat., Aug. 26, 4 A. M.
LA BOURGOGNE, Leboeuf...Sat., Sept. 2, 9 A. M.
LA CHAMPAGNE, Laurent..Sat., Sept. 9, 4 A. M.

A. FORGET, General Agent, No. 3 Bowling Green.

CANADIAN PACIFIC RAILWAY.

New-York to Seattle, Tacoma, &c.—First class, $43.00; second class, $37.00.

New-York to San Francisco—First class, $45.00; second class, $39.00.

New-York to St. Paul via Montreal—First class, $25.00; second class, $24.00.

E. V. SKINNER, 353 Broadway, N. Y.

CANADIAN PACIFIC STEAMSHIPS TO

JAPAN AND CHINA.

NEW-YORK TO JAPAN IN 17 DAYS.

Intended sailings from Vancouver:

EMPRESS OF CHINA..........Sept. 18.
EMPRESS OF INDIA..........Oct. 16.
EMPRESS OF JAPAN..........Nov. 13.

E. V. SKINNER, Gen'l East'n Agent, 353 Broadway, N. Y. | EVERETT FRAZAR, China and Japan, Frt. Agt., 69 Wall St., N. Y.

SAVANNAH LINE. — THREE STEAMERS Weekly from New Pier 35 N. R., foot of Spring St.

S. S. City of Augusta......Thursday, Aug. 24, 3 P. M.
S. S. City of Birmingham.Saturday, Aug. 26, 3 P. M.
S. S. Tallahassee..........Tuesday, Aug. 29, 3 P. M.

Connecting with C. R. R. of Georgia and S. F. and W. R'y for all points in GEORGIA and FLORIDA, SOUTH CAROLINA, ALABAMA, and LOUISIANA. Unsurpassed accommodations. First-class table d'hôte. For freight and passage apply to

J. D. HASHAGEN, E. Agt., S. F. & W. R'y, 261 B'way. | W. H. RHETT, Gen'l Agt., Central R. R., 317 B'way.

R. L. WALKER, Agent Ocean Steamship Co.

G. M. SORRELL, Manager, New Pier 35 North River.

CLYDE LINE.

CHARLESTON, S. C., the South and Southwest. JACKSONVILLE and all Florida points.

From Pier 29 E. R., (foot of Roosevelt St.,) 3 P. M.

CHEROKEE.....................Saturday, Aug. 26, 12 noon
ALGONQUIN.......................Tuesday, Aug. 29
SEMINOLE..........................Friday, Sept. 1

All steamers have first-class passenger accommodations. WM. P. CLYDE & CO., Gen. Agents, 5 Bowling Green, New-York.

FLA. CENT. & PEN. FAST F. & P. LINE via JACKS.
GRT. SO. FRT. & PASS'R LINE via CHARLESTON.

T. G. EGER, Gen'l Agt., 379 B'way, N. Y.

Maine Steamship Company

The only direct line to Cottage City, Mass., and Portland, Me., connecting at Portland with all railroad and steamship lines for Bar Harbor, Old Orchard, Poland Springs, White Mountains, and all Eastern Summer resorts. Steamers sail every Monday, Wednesday, and Saturday at 5 P. M. from Pier 38 East River, foot of Market St., New-York. For information apply to HORATIO HALL, Agent, at the pier.

OLD DOMINION LINE.

Steamers for NORFOLK, PORTSMOUTH, OLD POINT COMFORT, and NEWPORT NEWS, connecting for VIRGINIA BEACH, PETERSBURG, and RICHMOND, Va., and WASHINGTON, D. C. —Tues., Wed., Thurs., and Sat. For RICHMOND via JAMES RIVER—Wed. and Sat. For WEST POINT, Va.—Tues., Thurs., and Sat. From Pier 26 N. R., foot Beach St., 3 P. M. Through tickets and freight rates to all points South and West. Apply at general office of company, on pier, or at 5, 11, 239, 239, 261, 287, 317A, 362, 849, 944, and 1,225 Broadway.

W. L. GUILLAUDEU, Traffic Manager.

Travelers' Guide—Shipping.

NORTH GERMAN LLOYD S. S. CO.

SHORT ROUTE TO LONDON.

NEW-YORK, SOUTHAMPTON, BREMEN.

FAST EXPRESS STEAMERS.

I. cabin, $70 and upward; II. cabin, $45, $50 and $60 a berth. Steamers sail from foot of 2d St., Hoboken.

Ems, Sat., Aug. 26, 9 A.M. | Saale, Sat., Sept. 9, 9 A.M.
Havel, Tu., Aug. 29, 9 A.M. | Spree, Tues., Sept. 12, noon
Trave, Wed., Aug. 30, 9 A.M. | Kaiser, Sat., Sept. 16, noon
Elbe, Sat., Sept. 2, 10 P.M. | Lahn, Tues., Sept. 19, noon
Aller, Tues., Sept. 5, 6 A.M. | Ems, Sat., Sept. 23, 7 A.M.

MEDITERRANEAN LINE.

New-York to Genoa less than eleven days.

Werra, Sept. 9 | Kaiser, Oct. 21 | Fulda, Dec. 9
Kaiser, Sept. 16 | Fulda, Nov. 4 | Werra, Dec. 30
Fulda, Sept. 23 | Werra, Nov. 18 | Kaiser, Jan. 6
Werra, Oct. 4 | Kaiser, Nov. 25 | Spree, Jan. 16

Passage, $100, $125, or $150 a berth, first cabin.

OELRICHS & CO., 2 Bowling Green.

HAMBURG-AMERICAN

PACKET COMPANY.

FAST LINE TO LONDON.

NEW-YORK, SOUTHAMPTON, HAMBURG.

Twin-screw express steamers.

Columbia, Aug. 31, 9 A. M. | F. Bismarck, Sep. 21, 2 P. M.
A. Victoria, Sept. 7, 3 P. M. | Columbia, S. 28, 7:30 A. M.
Normannia, S. 14, 8:30 AM | A. Victoria, Oct. 5, 1:30 P. M.

First cabin, $90 upward; second cabin, $60.

HAMBURG-AMERICAN PACKET CO., 37 B'way, N. Y.

CUNARD LINE.

TO LIVERPOOL, VIA QUEENSTOWN.

Etruria, Aug. 26, 4 A. M. | Aurania, Sept. 19, noon.
Campania, Sept. 2, 10 A. M. | Etruria, Sept. 23, 4 A. M.
Umbria, Sept. 9, 4 A. M. | Campania, Sep. 30, 8½ A M
Lucania, Sept. 16, 9 A. M. | Servia, Oct. 3, 11 A. M.

EXTRA STEAMER.

Gallia, Sept. 5, 1 P. M.

From Pier 40 North River, foot of Clarkson St.

Cabin passage, $50 and upward; second cabin, $35 and upward, according to steamer and location. Steerage tickets to and from all parts of Europe at very low rates. For freight and passage apply at company's offices, 4 Bowling Green.

VERNON H. BROWN & CO., General Agents.

ANCHOR LINE.

UNITED STATES MAIL STEAMSHIPS.

FOR GLASGOW VIA LONDONDERRY.

From Pier 54 N. R., foot of West 24th St.

S. S. CITY OF ROME, Saturday, Sept. 9, 4 P. M. Saloon, $50 and upward. Second cabin, $30.

Ethiopia, Aug. 26, 4 P. M. | Circassia, Sept. 16, 10 A. M.
Anchoria, Sept. 2, 10 A. M. | Furnessia, Sept. 23, 3 P. M.

Cabin, $45 and upward. Second cabin, $30. Steerage, outward, $23; prepaid, $24. Cabin excursion tickets at reduced rates. For drafts, tours, &c., apply to HENDERSON BROTHERS, 7 Bowling Green.

GUION LINE.

FOR QUEENSTOWN AND LIVERPOOL.

From Pier B, foot of Grand St., Jersey City.

ALASKA.......................Saturday, Sept. 2, 10:30 A. M.
ARIZONA.....................Saturday, Sept. 16, 10 A. M.
ALASKA.......................Saturday, Sept. 30, 9 A. M.

Cabin passage, $50 and upward; second cabin, $35; steerage, $25. A. M. UNDERHILL & CO., Telephone, 3,095 Cortlandt. 35 Broadway.

ROYAL MAIL TO THE NETHERLANDS.

From pier foot of 5th St., Hoboken.

S. S. DUBBELDAM, Thursday, Aug. 24, 3:00 P. M.
S. S. AMSTERDAM, Saturday, Aug. 26, 4:30 A. M.

Steamers call both ways at Boulogne-sur-Mer, France. First cabin, $55 and upward; second cabin, $38; steerage at lowest rates. Apply for guide and terms to General Pass. Agency, 39 Broadway, N. Y.

Travelers' Guide—Steamboats.

FALL RIVER LINE.

FOR BOSTON, NEWPORT, Providence, Cottage City, Nantucket, and all Eastern Points.

DOUBLE SUMMER SERVICE. The Puritan, Pilgrim, Plymouth, and Providence in commission together. Two boats each way daily. A fine orchestra on each steamer.

Leave New-York from Pier 28 North River (old No.) week days at 5:30 and 6:15 P. M., Sundays, 5:30 P. M. only. Pullman vestibuled trains leave Fall River at 5:30 and 7:40 A. M., due Boston 6:50 and 9:00 A. M.

Connecting Annex boat leaves Brooklyn week days and Sundays at 5:00 P. M., Jersey City 4:00 P. M.

PROVIDENCE LINE.

FOR BOSTON, WORCESTER, PROVIDENCE, ALL POINTS EAST, AND THE WHITE MTS.

Steamers Connecticut and Massachusetts leave Pier 29 (old No.) N. R., foot of Warren St., at 5:30 P. M. daily, except Sunday; connecting trains leave wharf 6 A. M., due Boston 7:15 A. M., and 6:10 A. M., due Worcester 8 A. M. (Sunday train to Worcester from Union Station at 8:30 A. M. only.) Through Parlor Cars to White Mountains leave wharf except Sunday 7:15 A. M., due Fabyans 4:30 P. M.

AN ORCHESTRA ON EACH STEAMER.

STONINGTON LINE.

INSIDE ROUTE TO BOSTON, PROVIDENCE, WORCESTER, AND ALL EASTERN POINTS. Only direct Sound route to NARRAGANSETT PIER AND WATCH HILL. New steel steamers MAINE and NEW-HAMPSHIRE leave new Pier 36 N. R., one block above Canal St., at 5:30 P. M. daily, including Sunday.

NORWICH LINE

FOR

BOSTON, WORCESTER,

NEW-LONDON, NORWICH, WATCH HILL, BLOCK ISLAND, AND ALL POINTS EAST.

Leave Pier 40 (old number) North River, (next pier above Desbrosses St. Ferry,) daily, except Sundays, at 6 P. M., connecting with new express train leaving New-London at 5:35 P. M., reaching Boston 9 A. M., Worcester 7:56 A. M.

NEW-HAVEN.—Fare, $1. Magnificent new twin-screw steel steamer RICHARD PECK, the flier, fastest steamer on Long Island Sound, and palatial steamer C. H. NORTHAM leave Pier 25 E. R. daily (Sundays 10:30 A. M. and 12 mid.) at 3:30 P. M. and 11:30 P. M., connecting with trains for Meriden, Hartford, Springfield, and the North. These magnificent steamers are equipped with electric lights and call bells and furnished luxuriously throughout. Through tickets and baggage checked at 944 Broadway, New-York, and 4 Court St., Brooklyn.

MONTAUK STEAMBOAT COMPANY, LIMITED, new management, improved cuisine, for Orient Point, Orient, Manhanset House, Greenport, Shelter Island Heights, Southold, and Sag Harbor. Leaves Pier 23 East River, foot of Beekman St., New-York, daily at 6 P. M., except Sundays. Saturdays, on and after July 1, will leave New-York at 2 P. M.

BRIDGEPORT.—Two boats daily, except Sunday, Pier 35 East River, ft. Catharine St., 11 A. M. and 3 P. M., and from East 31st St. 3:15 P. M. Saturday afternoon boat leaves half an hour earlier. Sundays, 5 P. M. from Pier 35, 5:15 P. M. from 31st St.

HARTFORD.—New twin-screw steel steamer HARTFORD and sister boat CITY OF SPRINGFIELD leave Pier 24 E. R. daily (Sundays excepted) at 5 P. M., reaching Hartford in time for early trains for Springfield, Boston, and Albany.

SOUTH NORWALK.—Steamer City of Albany; Beekman St., 2:35 P. M.; Saturdays, 2 P. M.; East 31st St., 3 P. M.; Saturdays, 2:20 P. M.

Hudson River by Daylight.

Day Line Steamers,

NEW-YORK or ALBANY.

Daily except Sundays.

Leave Brooklyn, Fulton St., (by Annex,) 8:00 A. M.
" New-York, Desbrosses St. Pier, 8:40 "
" West 22d St. " 9:00 "

for Albany, landing at Yonkers, West Point, Newburgh, Po'keepsie, Rhinebeck, Catskill, and Hudson. Returning, leave Albany 8:30 A. M.

CONNECTIONS:

WEST POINT, NEWBURGH, and POUGHKEEPSIE, with down Day Boat. RHINEBECK and CATSKILL for mountain resorts. ALBANY, with trains for Niagara Falls and the West, and with special trains to and from Saratoga. MORNING AND AFTERNOON CONCERTS.

ALBANY BOATS.

PEOPLE'S LINE.

Steamers DREW and DEAN RICHMOND leave Old Pier 41 N. R., foot Canal St., at 6 P. M., daily, (Sundays excepted.) Direct connection with express trains to Saratoga, Lake George, Adirondacks, Thousand Islands, Richfield Springs, Niagara Falls, Sharon Springs, and Cooperstown. Saturday night steamer connects with Sunday morning train for Saratoga and Lake George.

HUDSON RIVER STEAMER MARY POWELL.

(DAILY, EXCEPT SUNDAYS.)

Leaves Desbrosses St. 3:15 P. M.; Saturdays, 1:45; Do. West 22d St. 3:30 P. M.; Saturdays, 2.

For CRANSTONS, WEST POINT, CORNWALL, NEWBURGH, NEW-HAMBURGH, MILTON, POUGHKEEPSIE, HYDE PARK, RONDOUT, and KINGSTON.

CATSKILL MOUNTAINS.—Steamers KAATERSKILL and CATSKILL leave every week day at 6 P. M. from Pier 48, foot of West 11th St., connecting with Catskill Mountain and Cairo R. R. and the new Otis Elevating Railway to the summit. Directory of Summer Hotels and Boarding Houses mailed free at pier or by W. J. HUGHES, Catskill, N. Y.

A.—TROY BOATS.—Steamer City of Troy or Saratoga leaves Pier 46, West 10th St., daily except Saturday, 6 P. M., connecting with Delaware and Hudson and Fitchburg trains. Sunday steamer touches at Albany.

SAUGERTIES LINE STEAMERS FROM foot West 11th St., N. R., for Saugerties and intermediate landings, at 6 P. M. every week day. From July 2 to Sept. 2, inclusive, 1 P. M. Saturdays.

RAMSDELL LINE.—Steamers leave Pier 24 N. R., foot Franklin St., for Cranston's West Point, Cold Spring, Cornwall, Fishkill Landing, and Newburg, week days 5 P. M., Sundays 9 A. M.

HUDSON AND COXSACKIE BOATS LEAVE every week day at 6 P. M. from Pier 48, foot of West 11th St., connecting with Boston & Albany R. R.

Travelers' Guide—Railroads.

ERIE LINES.

Through trains for Chicago and the West leave New-York, foot of Chambers St., daily as follows, and five minutes earlier from West 23d St.:

8:45 A. M.—Southern Tier Express for Binghamton, Elmira, Hornellsville, and Salamanca. Parlor car daily except Sunday to Monticello.

10:00 A. M.—Solid train to Chicago. Pullman sleeper via Chautauqua Lake. Parlor car New-York to Buffalo and Niagara Falls. Dining car.

3:00 P. M.—Vestibule Limited. Solid train for Chicago via Chautauqua Lake. Sleepers to Chicago, Cleveland, and Cincinnati. Dining car.

6:30 P. M.—Solid train to Chicago via Niagara Falls. Sleepers to Buffalo, Rochester, and Chicago.

8:30 P. M.—Via Chautauqua Lake and Niagara Falls. Solid train to Chicago. Sleepers to Hornellsville, Chicago, and Cincinnati.

Tickets and Pullman accommodations at 261, 291, 401, 849, and 957 Broadway, 106 West St., 156 East 125th St., Chambers and West 23d St. Ferries, New-York; 333 Fulton St., Brooklyn; 200 Hudson St., Hoboken, and Jersey City Station. Erie Transfer Company calls for and checks baggage from hotels and residences to destination.

Travelers' Guide—Railroads.

PENNSYLVANIA RAILROAD.

STATIONS foot of Desbrosses and Cortlandt Sts.

In Effect July 2, 1893.

9:00 A. M. COLUMBIAN EXPRESS.—Pullman Sleeping and Dining Cars to Chicago, Cincinnati, and Indianapolis. Arrive Cincinnati 6:35 A. M., Indianapolis 7:35 A. M., Chicago 10:00 A. M. next day.

9:00 A. M. FAST LINE.—For Pittsburg, Parlor Car.

12:00 NOON. PENNSYLVANIA LIMITED.—Pullman Drawing and State Room, Sleeping, Dining, Smoking, and Observation Cars. Arrive Chicago 12:00 noon.

2:00 P. M. ST. LOUIS, CINCINNATI, AND CHICAGO EXPRESS.—Pullman Sleeping and Dining Cars to St. Louis, Cincinnati, and Chicago. Arrives Cincinnati 10:50 A. M., St. Louis 7:30 P. M., Chicago 5:30 P. M.

6:30 P. M. WESTERN EXPRESS.—Pullman Sleeping Cars to Pittsburg, Chicago, and Cleveland. Dining Car to Chicago. Arrives Cleveland 11:40 A. M., Chicago 9:30 P. M. next day.

7:50 P. M. SOUTHWESTERN EXPRESS week days, 7:45 P. M. Sundays.—Pullman Sleeping and Dining Cars to Cincinnati and St. Louis. Arrives Cincinnati 6:00 P. M., St. Louis 7:00 A. M. second morning.

8:00 P. M. PACIFIC EXPRESS.—Pullman Buffet Sleeping Car New-York to Chicago. Arrives Chicago 7:30 A. M., (second morning.) Toledo 11:20 P. M., Columbus 7:15 P. M., Cleveland 8:10 P. M., (week days.)

5:00 P. M.—SHENANDOAH VALLEY ROUTE daily, with Sleeper to New-Orleans, and 12:15 night, with Sleeper to Memphis.

BALTIMORE, WASHINGTON, AND THE SOUTH.

10:00 A. M.—"Washington Limited" week days, Pullman Parlor Cars and Dining Car.

3:20 P. M.—"Congressional Limited" daily, Pullman Parlor Cars and Dining Car, arriving Washington 8:25 P. M.

ADDITIONAL EXPRESS TRAINS: 8:00, 8:30, 9:30, 11:00 A. M., 2:10, 4:30, 5:00, 9:00 P. M., 12:15 night. Sunday, 8:30, 9:30 A. M., 4:30, 5:00, 9:00 P. M., 12:15 night.

9:30 A. M.—Atlantic Coast Line Express daily. Sleepers to Charleston, Columbia, Jacksonville, and Port Tampa; 9:00 P. M. daily, Sleeper to Jacksonville.

4:30 P. M.—Richmond and Danville Express daily. Sleepers to Augusta, Memphis, and New-Orleans. Dining Car.

5:00 P. M.—Daily for Chesapeake & Ohio Railway. Through Sleeping and Dining Cars.

FOR OLD POINT COMFORT and NORFOLK via Cape Charles Route, 8:00 A. M. week days, and, with Through Sleeper, 8:00 P. M. daily.

FOR ATLANTIC CITY, 1:50 P. M. week days, with Through Buffet Parlor Cars and Day Coaches.

FOR CAPE MAY, 1:00 P. M. week days.

For Long Branch, Asbury Park, Ocean Grove, and Point Pleasant, 3:30, 7:30, 9:10, 10:00 A. M., 12:10, (1:20 Saturday only,) 2:30, 3:10, 3:40, 4:20, 5:10, 7:00 P. M. week days. Sundays, 8:15, 9:45 A. M., 5:15 P. M. (Do not stop at Asbury Park and Ocean Grove on Sundays.)

FOR PHILADELPHIA.

Express: 6:20, 7:20, 8:00, 8:30, 9:00, 9:30, 10:00, 11:00 A. M., (12:00 noon Penn's Limited,) 12:20, 1:00, 2:10, 3:00, 3:20, 4:00, 4:30, 5:00, 6:00, 6:30, 7:30, 8:00, 9:00 P. M., 12:15 night. Sundays, Express, 6:15, 8:30, 9:00, 9:30, 10:00 A. M., (12:00 noon Limited,) 2:00, 4:00, 4:30, 5:00, 6:30, 7:45, 8:00, 9:00 P. M., 12:15 night.

Ticket Offices: Nos. 433, 944, 1,196, 1,323, 113, and 261 Broadway, 1 Astor House, 134 East 125th Street, 264 West 125th Street, 251 Columbus Avenue, 737 Sixth Avenue, and foot of Desbrosses and Cortlandt Streets, 4 Court Street, 860 Fulton Street, 98 Broadway, and Brooklyn Annex Station, foot of Fulton Street, Brooklyn; 129 Hudson Street, Hoboken; Station, Jersey City.

The New-York Transfer Company will call for and check baggage from hotels and residences through to destination.

S. M. PREVOST, General Manager. | J. R. WOOD, General Pass'r Agent.

CENTRAL RAILROAD OF NEW JERSEY

(Anthracite Coal used exclusively, insuring cleanliness and comfort.)

Four tracks. Protected by Automatic Block Signal System. Trains leave Station foot of Liberty St.

Time Table in Effect June 25, 1893.

For Philadelphia, week days, 4:00, 8:00, 9:00, 10:00, 11:30, (Dining Car,) A. M., 1:30, 2:15, 3:30, (Dining Car,) 4:00, (Buffet Parlor Car,) 5:00, 6:00, 7:30, 8:45 P. M., 12:15 night. Sunday, 9:00, 10:30, 11:30, (Dining Car,) A. M., 3:30, (Dining Car,) 5:00, 6:00 P. M., 12:15 night.

For Baltimore and Washington, week days and Sundays, 9:00, 11:30, (Dining Car,) A. M., 1:30, 3:30, (Dining Car,) 5:00, 6:00 P. M., 12:15 night.

For Easton, Bethlehem, Allentown, Mauch Chunk, &c., 4:00, 7:15, 8:45 A. M., 1:00, 4:30, 5:45, 7:30 to Allentown, P. M. Sundays, 4:30, 7:15 A. M., 1:00, 5:30 P. M.

For Wilkesbarre, Pittston, and Scranton, 8:45 A. M., 4:30 P. M. Sundays, 4:30 A. M.

For Reading at 4:00, 8:00, 8:45 A. M., 1:00, 1:30, 2:15, 4:30, 5:00, 5:45, 7:30 P. M., 12:15 night, except Saturday night. Sundays, 11:30 A. M., 1:00, 3:30, 5:00, 5:30, 6:00 P. M., 12:15 night.

For Harrisburg at 4:00, 8:00, 8:45 A. M., 1:00, 1:30, 4:00, 5:00, 5:45 P. M., 12:15 night, excepting Saturday night. Sundays, 11:30 A. M., 1:00, 3:00, 5:30 P. M., 12:15 night.

For Pottsville at 4:00, 8:00, 8:45 A. M., 1:00, 1:30, 4:00, 7:30 P. M., 12:15 night, except Saturday night. Sundays, 11:30 A. M., 1:00, 3:30, 6:00 P. M., 12:15 night.

For Sunbury, Lewisburg, and Williamsport at 4:00, 8:00, 8:45 A. M., 1:00, 1:30, 7:30 P. M., 12:15 night, except Saturday night. Sundays, 7:15 A. M., 6:00 P. M., 12:15 night.

ALL-RAIL ROUTE.

For Long Branch, Ocean Grove, &c.

For Red Bank, Long Branch, and points south of Point Pleasant, 4:30, 5:50 to Red Bank, 8:15, 10:30, 11:30 A. M., (1:20 Saturdays only,) 1:30, 2:15, 3:30, 4:00, 4:30, 5:30, 6:15 P. M. Sundays, except Ocean Grove and Asbury Park, 9:15, 11:30 A. M., 4:00 P. M.

For LAKEWOOD, Toms River, Barnegat Park, and Barnegat, 4:30, 8:15 A. M., 1:30, 4:30 P. M.

For Beach Haven, Atlantic City, Vineland, and Bridgeton, 4:30 A. M., 1:30 P. M.

For Monmouth Beach, Seabright, and Highland Beach, 4:30, 8:15, 11:30 A. M., 1:30, 4:30, 6:15 P. M.

SANDY HOOK ROUTE.

FOR LONG BRANCH, OCEAN GROVE, &c.,

From Pier 8 N. R., foot Rector St.

For Atlantic Highlands, Highland Beach, Normandie, Seabright, Monmouth Beach, and Long Branch at 4:30, 9:00, 11:00 A. M., 1:00, 3:45, 4:30, 5:30 P. M. Sundays, 9:30 A. M., 1:00 P. M.

For Elberon, Ocean Grove, Asbury Park, and Point Pleasant, 11:00 A. M., 1:00, 3:45, 4:30, 5:30 P. M.

For Lakewood, Toms River, and Barnegat, 4:30 A. M., 1:00, 3:45 P. M.

WEST SHORE RAILROAD.

(N. Y. C. and H. R. R. R. Co., Lessee.)

Excursion Tickets to World's Fair good for Ten Days, $17.00; also, Round Trip Tickets good until Nov. 15, $28.00.

Trains leave West 42d St. Station, New-York, as follows, and 15 minutes earlier from foot Franklin St.:

3:30 A. M. Daily local to Suspension Bridge and Catskill Mountains, except Sundays, west of Coeymans Junction. Sleeping car New-York to Bloomville Sundays only. Can be occupied 9 P. M.

7:30 A. M. Daily local to Albany for Catskill Mountains and Saratoga. Parlor car to Albany Sundays only.

10:10 A. M. Daily for Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Detroit, Chicago, except Saturday for Toronto.

A 11:00 A. M. Daily, except Sunday, to Bloomville and Catskill Mountains, New-Paltz, Lakes Mohonk and Minnewaska. Parlor cars to Bloomville and New-Paltz.

B 11:35 A. M. Daily, except Sunday, to Catskill Mountains, New-Paltz, Lakes Mohonk and Minnewaska, Albany, Saratoga, Caldwell, Lake George. Parlor cars to Bloomville, Saratoga, and Caldwell.

1:15 P. M. Saturdays only. Half-Holiday Special to Catskill Mountains. Parlor car attached.

C 3:45 P. M. Daily, except Sunday, to Catskill Mountains, New-Paltz, Lakes Mohonk and Minnewaska, Albany, Saratoga. Parlor cars attached Saturdays to Bloomville and Caldwell, Lake George.

C 4:00 P. M. Daily, except Sunday, for Albany.

5:15 P. M. Daily for Albany, Montreal, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, and Chicago.

6:30 P. M. Daily, except Sunday, for Newburg, Albany, Saratoga, and Montreal. Parlor car to Kingston.

8:15 P. M. Daily for Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, and Chicago.

A, B, C. Leaves Brooklyn by Annex: A, 10:00; B, 11:00 A. M.; C, 3:00 P. M. Jersey City, P. R. R. Station: A, 10:40; B, 11:20 A. M.; C, 3:28 P. M.

HAVERSTRAW LOCALS, 7:00 A. M., 2:45, *5:35, 7:45 P. M.

NEWBURG LOCALS, 8:25, *10:10 A. M., *1:15, 4:30, 5:15, *6:30, *11:45 P. M. *Daily.

Wagner Sleeping Cars for Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, and Chicago on all through trains.

For tickets, time tables, parlor and sleeping car accommodations, or information, apply offices: Brooklyn, 333 Washington St., 726 Fulton St., Annex Office, foot Fulton St.; New-York City, 113, 291, 363, 785, and 942 Broadway, 143 Bowery, 31 East 14th St., 53 West 125th St., and at stations.

C. E. LAMBERT, General Passenger Agent, 5 Vanderbilt Av., New-York.

NEW-YORK AND LONG BRANCH RAILROAD.

Summer Schedule, in effect June 25, 1893.

FOR RED BANK, LONG BRANCH, ELBERON, OCEAN GROVE, ASBURY PARK, SPRING LAKE, AND POINT PLEASANT.

Trains leave station foot of Liberty St. at 4:30, (5:50 to Red Bank,) 8:15, 10:30, *11:30 A. M., (*1:20 Saturdays only,) 1:30, 2:15, *3:30, 4:00, *4:30, 5:30, 6:15 P. M. Sundays, 9:15, 11:30 A. M., 4:00 P. M.

Trains leave station foot of Cortlandt and Desbrosses Sts. at 3:30, 7:30, 9:10, *10:00 A. M., 12:10, (*1:20 Saturdays only,) 2:30, *3:10, (*3:40, except Red Bank,) 4:20, 5:10, 7:00 P. M. Sundays, 8:15, 9:45 A. M., 5:15 P. M.

*Denotes express trains.

Sunday trains do not stop at Ocean Grove and Asbury Park.

RUFUS BLODGETT, Supt. New-York and Long Branch R. R. Co.

J. R. WOOD, Gen. Pass. Agt. Penn. R. R. Co.

H. P. BALDWIN, Gen. Pass. Agt. Central R. R. Co. of N. J.

Baltimore & Ohio R. R.

Fast Express Trains to BALTIMORE, WASHINGTON, CHICAGO, CINCINNATI, ST. LOUIS, and all points West.

PULLMAN CAR SERVICE ON ALL TRAINS.

Leave New-York foot of Liberty St.

For CHICAGO, 11:30 A. M., 1:30, 6:00 P. M., 12:15 night.

For PITTSBURG, 1:30 P. M., 12:15 night.

For CINCINNATI, ST. LOUIS, 9 A. M., 6 P. M.

For WASHINGTON, BALTIMORE, 9:00 A. M., (11:30 A. M. Dining Car,) 1:30, 3:30 P. M., (Dining Car,) 5:00, 6:00 P. M., 12:15 night. All trains run daily.

For Norfolk, Bay Line, 1:30 P. M., except Sunday.

Ticket offices: 172, 261, 415, 849, and 1,140 Broadway, 31 East 14th St., 400 Grand St., New-York, 344 Fulton St., Brooklyn. STATION FOOT OF LIBERTY ST., C. R. R. of N. J.

New-York Transfer Co. will call for and check baggage from hotel or residence to destination.

Travelers' Guide—Railroads.

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL & HUDSON RIVER R. R.

DIRECT LINE TO NIAGARA FALLS

All trains arrive at and depart from Grand Central Station, 42d Street; the only railroad station in the City. Trains leave as follows:

EMPIRE STATE EXPRESS.

8:30 A. M.—Except Sunday. Fastest train in the world. No extra fare.

ADIRONDACK AND MONTREAL SPECIAL.

8:33 A. M.—Except Sundays. For the Saranacs, Loon Lake, and Montreal. Wagner Service.

CHICAGO FAST MAIL.

9:10 A. M.—Daily for Chicago, except Sunday for Richfield Springs. Wagner Service.

SARATOGA AND LAKE GEORGE SPECIAL.

9:20 A. M.—Except Sunday. Connects for Catskills, Green Mountains, and Montreal.

DAY EXPRESS.

10:30 A. M.—Except Sunday. Saturday train runs to Cleveland and Detroit only.

WORLD'S FAIR SPECIAL.

1:00 P. M.—Daily. Due Chicago 1:45 P. M. next day. Wagner Service.

SOUTHWESTERN LIMITED.

1:00 P. M.—Daily. Due Cincinnati 10:45 A. M., St. Louis 7:30 P. M. No extra fare.

SATURDAY SARATOGA LIMITED.

1:45 P. M.—Saturday only. Connects at Catskill for principal points in the mountains.

EXPOSITION FLYER, (LIMITED.)

GREAT 20-HOUR TRAIN TO CHICAGO.

FOR THROUGH PASSENGERS ONLY.

3:00 P. M.—Daily. Due Chicago 10 A. M. next day. Complete Wagner Service.

ALBANY, TROY, & SARATOGA SPECIAL.

3:30 P. M.—Except Sunday. Connects for Catskill Mountains. Drawing-Room Cars.

NORTH SHORE LIMITED.

4:30 P. M.—Daily. Due Detroit 8:55 A. M., Chicago 4:30 P. M. Wagner Service.

FAST WESTERN EXPRESS.

6:00 P. M.—Daily. Due Chicago 9:00 P. M., St. Louis 7:45 A. M. Wagner Service.

NORTHERN EXPRESS.

6:25 P. M.—Daily. Due Burlington 4:45 A. M., Plattsburg 4:25, Montreal, 6:45 A. M.

ADIRONDACK & MONTREAL EXPRESS.

7:00 P. M.—Daily. For Saranac Lake, Lake Placid, Malone, and Montreal.

BUFFALO, NIAGARA FALLS, AND 1,000 ISLANDS SPECIAL.

7:30 P. M.—Daily. Due Clayton [illegible], Buffalo 7:30, Niagara Falls 8:50 A. M.

LIMITED FAST MAIL.

9:00 P. M.—Daily. Sleeping Car Passengers for Rochester only carried on this train.

CHICAGO NIGHT EXPRESS.

9:15 P. M.—Daily for Chicago and Cape Vincent (Thousand Islands.) Wagner Service.

PITTSFIELD, LENOX, NORTH ADAMS, AND THE BERKSHIRE HILLS, VIA HARLEM DIVISION.

Two through trains, with Drawing-Room Cars, to Pittsfield daily, except Sunday: 9:01 A. M., due Pittsfield 1:35, North Adams 2:30 P. M.; 3:50 P. M., due Pittsfield 8:10, North Adams 9:10 P. M.

Fast Berkshire Express, Fridays and Saturdays only, at 2:28 P. M.; arrives Pittsfield 6:15 P. M.

For time of local trains, tickets, and space in Sleeping Cars apply at Grand Central Station or at 113, 261, 413, 785, 942 Broadway, 235 Columbus Av., 53 West 125th St., and 138th St. Station, New-York; 333 Washington St., 726 Fulton St., and 74 Broadway, E. D., Brooklyn.

Above trains, except those leaving at 8:30, 8:33, 9:10, 9:20 A. M., 1:45, 3:00, 3:30, 4:30, and 9:00 P. M., stop at 138th St.

Wescott's Express calls for and checks baggage from hotels and residences through to destination.

JOHN M. TOUCEY, General Manager. | GEORGE H. DANIELS, General Pass. Agent.

N. Y., ONTARIO & WESTERN R. R.

Excursion Tickets, New-York to Chicago and Return, $28.00.

SPECIAL COACH EXCURSION ON MONDAY, AUG. 28, SATURDAY, SEPT. 9, AND WEDNESDAY, SEPT. 13, AT $17.00.

Through trains for Chicago and the World's Fair leave foot of West 42d St. as follows, 15 minutes earlier from Franklin St.:

9:45 A. M. daily, via Niagara Falls. Through Pullman sleepers New-York to Chicago. Arrives Detroit 1:45 P. M., Chicago 8:30 P. M., St. Louis 7:45 A. M.

7:45 P. M. daily, via Niagara Falls. Reclining-chair car (seats free) New-York to Niagara Falls. Through Pullman sleepers New-York to Chicago. Arrives Detroit 9:40 P. M., Chicago 7:32 A. M., St. Louis 8:00 P. M.

8:45 A. M. (except Sunday) for West Cornwall, Orr's Mills, Campbell Hall, Lake Mohonk, Lake Minnewaska, and Wallkill Valley railroad stations, Stony Ford, Middletown, Bloomingburgh, Wurtsboro, Summitville, Ellenville, Fallsburgh, Monticello, and Liberty.

8:45 A. M. (daily) for Middletown, Fallsburgh, Monticello, Liberty, White Lake, Carbondale, Scranton, Walton, Delhi, Sidney, Norwich, Utica, Rome, Oneida, Fulton, Oswego, and Niagara Falls.

1:45 P. M. (Saturdays only) for Campbell Hall, Middletown, Bloomingburgh, Summitville, Ellenville, Fallsburgh, Monticello, Liberty, White Lake, and Livingston Manor.

3:15 P. M. (except Sunday) Vestibule Limited for Lake Mohonk, Lake Minnewaska, and Wallkill Valley railroad stations, Campbell Hall, Middletown, Mountain Dale, Centreville, Fallsburgh, Monticello, Hurleyville, Liberty Falls, Liberty, Parksville, and Livingston Manor.

4:30 P. M. (except Sunday) for West Cornwall, Orr's Mills, Campbell Hall, Middletown, Summitville, Ellenville, and all intermediate points.

7:45 P. M. (daily) for Middletown, Summitville, Fallsburgh, Liberty, Livingston Manor, Rockland, Walton, Sidney, Norwich, Oneida, Fulton, Oswego, and Niagara Falls.

Tickets and Pullman accommodations at 371 Broadway. New-York Transfer Company calls for and checks baggage to destination.

J. C. ANDERSON, G. P. A., 56 Beaver St., New-York.

DELAWARE, LACKAWANNA AND WESTERN R. R.

Stations in New-York foot of Barclay and Christopher Sts.

SHORTEST LINE, VESTIBULED TRAINS, PULLMAN COACHES.

Direct route to NEWARK, BLOOMFIELD, MONTCLAIR, THE ORANGES, Summit, Bernardsville, Basking Ridge, Madison, Morristown, Passaic, Paterson, Boonton, Dover, Stanhope, BUDD'S LAKE, LAKE HOPATCONG, Hackettstown, SCHOOLEY'S MOUNTAIN, Washington, PHILLIPSBURG, EASTON, WATER GAP, STROUDSBURG, Pocono Mountains, SCRANTON, PITTSTON, WILKESBARRE, NANTICOKE, DANVILLE, NORTHUMBERLAND, Montrose, BINGHAMTON, OXFORD, NORWICH, Waterville, UTICA, RICHFIELD SPRINGS, Cortland, SYRACUSE, OSWEGO, ITHACA, OWEGO, ELMIRA, CORNING, BATH, DANSVILLE, BUFFALO, and all points WEST, NORTHWEST, and SOUTHWEST.

9:00 A. M.—BUFFALO, RICHFIELD SPRINGS, and OSWEGO EXPRESS. Pullman parlor cars. Connects at Buffalo with train for CHICAGO, arriving at 9:45 next morning.

7:20 A. M.—BINGHAMTON MAIL. Stops at principal stations.

1:00 P. M.—SCRANTON, BINGHAMTON, and ELMIRA EXPRESS. Pullman parlor cars.

4:10 P. M.—SCRANTON, WILKESBARRE, and PLYMOUTH EXPRESS. Pullman parlor cars.

7:30 P. M. (daily)—BUFFALO LIMITED EXPRESS. Pullman sleepers. Arrives at 7:15 A. M.

9:00 P. M. (daily)—BUFFALO, RICHFIELD SPRINGS, and OSWEGO EXPRESS. Pullman sleepers.

TICKETS AND PULLMAN ACCOMMODATIONS at 73 Murray St. and 429 Broadway. Tickets at Ferry Stations, 785 and 942 Broadway, 53 West 125th St., 285 Columbus Av., New-York; 333 Washington St., 726 Fulton St., and 74 Broadway, Brooklyn. Time tables, giving full information, at all stations.

WESTCOTT EXPRESS COMPANY will call for and check baggage from hotel or residence to destination.

New-York and Boston All Rail.

N. Y., N. H. & H. R. R. and connections.

From Grand Central Station.

Leave.	By way of	Due.
9:02 A.M.,	Springfield and Worcester,	3:30 P.M.
10:00 A.M.,	**New-London & Providence,	3:00 P.M.
10:03 A.M.,	New-London and Providence,	4:30 P.M.
11:00 A.M.,	Springfield and Worcester,	5:30 P.M.
12:00 M.,	‡Springfield and Worcester,	5:40 P.M.
12:03 P.M.,	Hartford and N. Y. and N. E.,	6:30 P.M.
1:00 P.M.,	New-London and Providence,	7:30 P.M.
2:00 P.M.,	‡New-London and Providence,	7:40 P.M.
3:00 P.M.,	*Willimantic and N.Y.&N.E.,	†8:40 P.M.
4:00 P.M.,	*Springfield and Worcester,	10:00 P.M.
5:00 P.M.,	*New-London & Providence,	11:00 P.M.
11:00 P.M.,	*Springfield and Worcester,	6:15 A.M.
12:00 P.M.,	*New-London & Providence,	7:00 A.M.

*Runs daily, including Sundays.

**Five-hour limited, all parlor cars. Fare, $7, including parlor-car seat.

†Arrival on Sunday twenty minutes later.

‡All parlor cars.

Return service same hours and by same route.

Through parlor or sleeping cars by each train.

C. T. HEMPSTEAD, Gen'l Pass. Agent.

WORLD'S FAIR.

Select parties leave New-York bi-weekly for Chicago, visiting Washington, Niagara Falls, the St. Lawrence, &c. Vestibule trains, dining cars, best railroads and hotels everywhere. All traveling expenses included.

YELLOWSTONE NATIONAL PARK.

A special party will leave New-York on Aug. 28 for a twenty-seven-day tour to the Yellowstone, including a week's sojourn at Chicago, with visits to the World's Fair.

Independent tickets by all routes.

Full particulars on application to

THOS. COOK & SON,

261 and 1,225 Broadway, New-York.

OTIS ELEVATING RAILWAY, Catskill Mountains.

Connects with 9:20, 11:20, and 3:30 trains on New-York Central, and 11:35 and 3:45 trains on West Shore Railroad. Also with Albany Day Boats and Catskill Evening Line.

A LIMITED TRAIN over the New-York Central on Saturdays at 1:45 P. M. for Catskill, without stop, connects with Otis El. R'y; due at the Mountain Station in 3 HOURS AND 30 MINUTES.